

ACCIDENT

Aircraft Type and Registration:	Piper PA-28-181 Cherokee Archer II, G-EFIR	
No & Type of Engines:	1 Lycoming O-360-A4M piston engine	
Year of Manufacture:	1980	
Date & Time (UTC):	30 June 2009 at 1900 hrs	
Location:	Jericho Farm airstrip, Lambley, Nottinghamshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 2
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to landing gear, right wing, flaps and stabilator	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	54 years	
Commander's Flying Experience:	130 hours (of which 55 were on type) Last 90 days - 4 hours Last 28 days - 2 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

During a landing on a narrow farm strip, the aircraft contacted the high crop with a wing tip and was spun around.

History of the flight

The pilot departed Leicester, with two passengers, after discussing the intended flight with the club CFI. Weather conditions were good, CAVOK with light winds, and the flight to Jericho Farm was uneventful.

The pilot later commented that, arriving overhead Jericho Farm, he was cautious as another aircraft was executing a missed approach. In the right-hand circuit to Runway 26 he lowered the third, and final, stage of flap and approached the runway at a speed of about 73

KIAS. The pilot reported that the landing was smooth and not far from the threshold. However, after a ground roll of about 200 metres he noticed the left wing beginning to catch the rape seed crop on that side and, despite gentle right pedal, after a further 100 metres the crop "bunched up", effectively stopping the plane's forward movement and spinning it through 180°. This collapsed the right landing gear, ripped out the flap and did further damage to the airframe. The pilot and his two passengers were unharmed and left the aircraft by the door, as normal.

In assessing the accident afterwards, the pilot considered that he had not taken sufficient note that the airstrip's width of 15 metres would be challenging for landing

an aircraft of approximately 10 metres wingspan, particularly as there was no marked runway centreline and there was a high crop on both sides of the runway.

Further, he considered that he did not become aware soon enough of the first contact with the crop and did not apply sufficient right pedal to correct.