

**No:** 10/90      **Ref:** EW/G90/08/15      **Category:** 1c

**Aircraft Type and Registration:** Piper PA-28R-200-2, G-BBZH

**No & Type of Engines:** 1 Lycoming IO-360-C1C piston engine

**Year of Manufacture:** 1973

**Date and Time (UTC):** 28 August 1990 at 1211 hrs

**Location:** Exeter Airport, Devon

**Type of Flight:** Private

**Persons on Board:** Crew - 1                      Passengers - 3

**Injuries:** Crew - None                      Passengers - None

**Nature of Damage:** Nose and right landing gear collapsed, propeller bent and engine exhausts crushed, skin damage to both wings, left outer stabilator tip crushed

**Commander's Licence:** Private Pilot's Licence with IMC and Night ratings

**Commander's Age:** 55 years

**Commander's Total Flying Experience:** 212 hours (of which 81 were on type)

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The pilot states that, following a flight from Jersey Airport, he reported a position downwind left hand for runway 26 at Exeter Airport, and was instructed by Exeter ATC to "report final - number 2". When it was at about 300 feet on the final approach ATC gave landing clearance with the request that the aircraft vacate the runway at the 08 threshold. The pilot could see an aircraft waiting at the runway 26 holding point and states that, in order to expedite clearing the runway, he elected to fly along the runway and land deep. The aircraft made what he considered to be a normal touchdown at the recommended speed of 80 mph, at a position approximately 800 metres from the 08 threshold. (The total runway length is 2083 metres.) Almost immediately after touchdown and as the throttles were closed, the aircraft yawed violently to the left which the pilot was unable to contain with the application of right rudder. After the aircraft departed the left side of the paved surface the nose landing gear broke off, the right main landing gear collapsed and the propeller struck the ground as it slid to a halt. There was no fire and all occupants vacated the aircraft without injury.

The weather at the time was fine with a surface wind of 180/12 knots. During the short period before and after the accident the wind was recorded as variable between 150/210 at 10 to 12 knots. There were

no significant gusts however the pilot does report encountering what he describes as a fair amount of turbulence on the final approach.

Initial engineering examination has revealed no pre-existing faults to the nose landing gear or its steering mechanism. Photographs of ground witness marks were taken immediately after the accident. These show that the aircraft had touched down close to the runway centre line but with a considerable amount of yaw to the left, and that this had increased rapidly immediately after ground contact.

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Injuries:	Crew - None Passengers - None
Persons on Board:	Crew - 1 Passengers - 3
Type of Flight:	Private
Location:	Exeter Airport, Devon
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The weather at the time was fine with a surface wind of 18/12 knots. During the short period before and after the accident the wind was recorded as variable between 12/0/210 at 10 to 13 knots. There were