

ACCIDENT

Aircraft Type and Registration:	Piper PA-28-140 Cherokee, G-LFSC	
No & Type of Engines:	1 Lycoming O-320-E2A piston engine	
Year of Manufacture:	1973	
Date & Time (UTC):	28 September 2009 at 1745 hrs (approx)	
Location:	South Cave (Mount Airey) Airfield, East Yorkshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - 1 (Minor)	Passengers - N/A
Nature of Damage:	Nose landing gear collapsed, propeller strike and engine shock-loaded	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	52 years	
Commander's Flying Experience:	94 hours (of which 94 were on type) Last 90 days - 7 hours Last 28 days - 3 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

After landing in an uphill direction on a grass surface, but with a strong tailwind, the aircraft departed the runway to the left into a cultivated field. This caused the nose landing gear to collapse and the propeller to strike the ground.

History of the flight

On arrival at Mount Airey (South Cave) Airfield, the pilot overflew the runway to ascertain the runway in use. The windsock at the 'downhill' end of Runway 07/25 was missing, having been detached by the strong wind during the day, and the pilot reported that he did not see another windsock at the 'uphill' end of the runway. He made a decision to land 'uphill' on Runway 07

and, after being too high on his first three attempts, managed to touch down close to the threshold of the 732 m long grass runway. The local wind was reported as 300°/30 kt.

After touching down, the pilot reported losing rudder control, possibly due to a gust associated with the tailwind, and the aircraft departed to the left of the runway. As it entered the adjacent cultivated field, the nose landing gear collapsed, allowing the rotating propeller to strike the ground.

The pilot later commented that he had remained on the Humberside radio frequency, rather than changing to the

airfield frequency. Had he done so, he said he would have been advised by pilots on the ground to land in the opposite direction.