

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Piper PA-28R-200, G-TORC	
<b>No &amp; Type of Engines:</b>	1 Lycoming IO-360-C1C piston engine	
<b>Year of Manufacture:</b>	1974	
<b>Date &amp; Time (UTC):</b>	17 February 2007 at 1315 hrs	
<b>Location:</b>	Sandown Airfield, Isle of Wight	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 3
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Nose wheel collapsed, propeller damaged, and engine shock loaded	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	60 years	
<b>Commander's Flying Experience:</b>	238 hours (of which 64 were on type) Last 90 days - 11 hours Last 28 days - 6 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot, and MOR report submitted by the airfield operator	

**Synopsis**

After touching down on a soft area of the runway, the aircraft veered to the left and ground looped through 90°. In doing so, the nose landing gear collapsed.

**History of the flight**

Upon arrival at Sandown after a cross-country flight from Old Sarum, the pilot of G-TORC was asked to land on the left side of Runway 05 due to part of the surface being soft.

During the aircraft's approach, the Air/Ground radio operator at the airfield reported that it appeared a little high and thought that it might be overshooting since a microlight aircraft which had landed ahead was just

clearing the runway. However, G-TORC touched down about 250 m beyond the 05 threshold and then started to veer to the left. Despite the pilot's application of right rudder, the aircraft entered some rough ground on the left side of the runway. Here it ground looped through 90° to the left, before coming to rest just off the side of the runway, with its nose landing gear collapsed. After making the aircraft safe, all four occupants, none of whom was hurt, vacated the aircraft.

The pilot attributed the loss of directional control to the aircraft encountering a combination of soft ground and a deep rut during the landing roll.