

## Piper PA-28-180, G-AXMP

**AAIB Bulletin No: 9/98 Ref: EW/G98/06/32      Category: 1.3**

**Aircraft Type and Registration:** Piper PA-28-180, G-AXMP

**No & Type of Engines:** 1 Lycoming O-360-A4A piston engine

**Year of Manufacture:** 1969

**Date & Time (UTC):** 21 June 1998 at 0922 hrs

**Location:** Stapleford Airport, Essex

**Type of Flight:** Private

**Persons on Board:** Crew - 2 - Passengers - 2

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

**Nature of Damage:** Minor to panels on left-hand side of aircraft

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 49 years

**Commander's Flying Experience:** 144 hours (of which 39 were on type)  
Last 90 days - 1 hour  
Last 28 days - 1 hour

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

The pilot intended to conduct a pleasure flight from Stapleford Airport with four persons on board. Weight and balance calculations indicated that the aircraft was within limits for the proposed flight. The surface wind was 270°/10 kt and the ambient temperature +22°C. The pilot completed the engine power checks at the threshold of Runway 22 Left which had a total usable length of 1,077 metres with the first 610 metres surfaced in asphalt and the remaining distance grass. Having satisfied himself that the engine was delivering sufficient power, the pilot commenced the take off using full power and 10° flap. The aircraft accelerated to about 75 kt at which point the pilot applied some back pressure to lift the nose wheel. At this point, the pilot became unhappy with both the handling and performance of the aircraft and decided to abort the take off. By this time, the aircraft was on the grass portion of the runway. As the pilot applied the brakes, the aircraft veered suddenly and uncontrollably to the left and struck a VASI support pole before coming to rest.

The pilot considered that the cause of the accident was due to his recent lack of experience combined with the upslope of the runway and the relatively high temperature which gave him a false impression of the performance of the aircraft. He considered that, had the aircraft not swung to the left, he would have been able to stop the aircraft on the runway. He was unable to say why the aircraft had swung to the left.