

ACCIDENT

Aircraft Type and Registration:	Piper PA-28-161 Cherokee Warrior II, G-SVEA	
No & Type of Engines:	1 Lycoming O-320-D3G piston engine	
Year of Manufacture:	1979 (Serial no: 28-7916082)	
Date & Time (UTC):	25 June 2016 at 1423 hrs	
Location:	On the A40 trunk road between Abergavenny and Raglan, Monmouthshire	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - 1
Injuries:	Crew - 2 (Minor)	Passengers - 1 (Minor)
Nature of Damage:	Substantial	
Commander's Licence:	Commercial Pilot's ILcence	
Commander's Age:	44 years	
Commander's Flying Experience:	1,909 hours (of which 800 were on type) Last 90 days - 88 hours Last 28 days - 22 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

During takeoff, with the student in control, the aircraft started to veer to the left, towards a line of trees adjacent to the left edge of the runway. Although the instructor took control, he was unable to prevent the left wing from contacting the trees. This caused the aircraft to yaw to the left, ultimately rotating through 180° into the trees and out the other side, before landing on the nearby A40 road.

History of the flight

This was intended to be a training flight, with the student conducting the takeoff. After completing the appropriate checks, 10° of flap was set and full power was selected. The pilot released the brakes and commenced the takeoff roll on Runway 33. As the aircraft passed over the crest of a small hill, approximately halfway along the grass strip, it started to veer to the left. The left side of the runway is located close to a line of trees that borders the A40 trunk road and, in the instructor's words, "there is not much room for error". (See Figure 1.) The instructor took control and applied right rudder and aileron in an attempt to steer the aircraft away from the trees. The aircraft became prematurely airborne at around this time and the instructor pitched the nose down slightly and continued the climb, but the left wing started to contact some tree branches. Despite the application of more right rudder and aileron, the instructor felt the wing contact more branches. His intention was to try to fly the aircraft away into the circuit but the wing continued to contact the trees. Finally, there

was a loud bang from the left wing and the aircraft was violently rotated through 180° in a level attitude into the trees; it then exited the trees travelling backwards and landed nose first, right wing slightly down, on the A40 trunk road. The cabin of the aircraft was in the right-hand lane of the southeast-bound carriageway and the tail in the central reservation. Fortunately no road traffic collided with the aircraft and the occupants exited the aircraft having received only minor injuries.

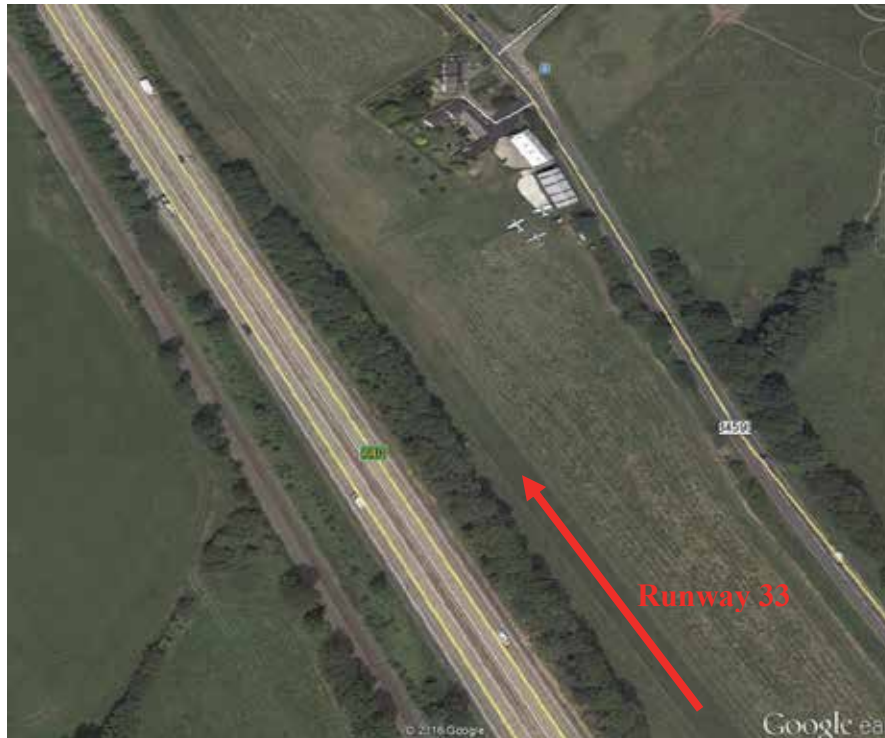


Figure 1

Aerial view of airfield, showing proximity of trees to mown strip

Conclusion

The instructor's assessment was that the accident occurred after the aircraft was allowed to drift into the trees close to the left side of the runway during takeoff. The left wing's contact with the branches caused a yaw to the left which the instructor was unable to correct.