

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Piper PA-28-140 Cherokee, G-AYIG	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-E2A piston engine	
<b>Year of Manufacture:</b>	1970 (Serial no: 28-26878)	
<b>Date &amp; Time (UTC):</b>	18 October 2018 at 1322 hrs	
<b>Location:</b>	West Wales Airport	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 2	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to propeller and nosewheel; multiple scrapes on both wings	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	77 years	
<b>Commander's Flying Experience:</b>	1,065 hours (of which 547 were on type) Last 90 days - 8 hours Last 28 days - 4 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot was completing his third circuit and planned to execute a practice forced landing (PFL) on Runway 07 from mid-way along the downwind leg. There was some right drift on short final on the previous landings, so he offset the PFL approach to the left of the runway extended centreline. The expected right drift did not occur, so the pilot rolled the aircraft to the right to regain the centreline. The aircraft's response was greater than expected, possibly due to the northerly crosswind lifting the left wing, causing the right wing, and the propeller to contact the runway surface. The aircraft slewed across the runway, departing the left side. It skidded left as it rotated to the right, returning to the runway as it did so. The left wing then contacted the runway surface before the aircraft came to rest (Figure 1).

The pilot commented that he had overestimated the effect of the crosswind and his attempt to re-align with the runway centreline caused the aircraft to roll excessively. He suggested a number of factors which may have contributed to the event. Most significantly, he identified that he was overly confident that he could recover the situation once it had diverged from the initial plan, so continued to attempt to land the aircraft rather than going around.



**Figure 1**

G-AYIG once it had come to rest (note the ground marks showing the path of travel)