

# Piper PA-28-161, G-BHRC

**AAIB Bulletin No: 3/99 Ref: EW/G99/01/11 Category: 1.3**

**Aircraft Type and Registration:** Piper PA-28-161, G-BHRC

**No & Type of Engines:** 1 Lycoming O-320-D3G piston engine

**Year of Manufacture:** 1980

**Date & Time (UTC):** 17 January 1999 at 1255 hrs

**Location:** Sandtoft Airfield, Doncaster

**Type of Flight:** Private

**Persons on Board:** Crew - 1 - Passengers - 2

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

**Nature of Damage:** Substantial to right mainplane

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

**Commander's Age:** 43 years

**Commander's Flying Experience:** 105 hours (of which 23 were on type)  
Last 90 days - 11 hours  
Last 28 days - 2 hours

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

Runway 23 at Sandtoft has a displaced threshold due to the presence of several lamp standards rising to 23 feet above the runway located within 23 metres of the start of the paved surface and in line with the runway. The pilot was aware of the obstructions and the displaced threshold.

The weather at the time of the accident was fine with a surface wind of 230°/15 kt. As the pilot lined-up on final approach, her vision was restricted by the glare generated by the bright sun which was in line with the runway. The approach was normal until the aircraft was close to the runway at which point it suffered a sudden loss of height and the pilot realised that she was too low. Before she could correct the glidepath, the right wing of the aircraft struck one of the lamp posts on the

approach. With the aid of the front seat passenger, who was qualified on the PA 28, the pilot was able to land the aircraft without further damage.

The pilot considered that the cause of the accident was flying too wide a circuit leading to a very long final approach thereby getting too low during the latter part of the approach which combined with the bright sun restricted the visibility.