

No: 3/91

Ref: EW/G90/12/14

Category: 1c

Aircraft Type and Registration: Piper PA-28R-20IT, G-BFTC

No & Type of Engines: 1 Continental TSIO-360-F piston engine

Year of Manufacture: 1978

Date and Time (UTC): 31 December 1990 at 1515 hrs

Location: Marston Moor Airfield, Tockwith, Yorkshire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Propeller, nosewheel leg and forward cowling bent

Commander's Licence: Private Pilot's Licence with IMC and Night ratings

Commander's Age: 47 years

Commander's Total Flying Experience: 468 hours (of which 157 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot and other statements

Marston Moor is a privately owned airfield and is opened and closed according to requirements. On the day of the accident, the airfield was closed and the flying club at Sherburn, where the flight originated, displayed a notice stating that Marston Moor was PPR (Prior Permission Required). Following a discussion about these two items of information with other club members, one of whom occasionally acted as the air/ground radio operator at Marston Moor, the two co-owner pilots of G-BFTC decided to fly there. It has since been stated by the one who was passenger outbound, that he believed that the owner of the airfield, whom he knew personally, had given a blanket clearance for club aircraft to land there. However, the airfield manager states that he made it quite clear to the club that landings without prior permission would be allowed only in cases of emergency.

The single runway 10/28 at Marston Moor is 590m long and is asphalt surfaced. When the aircraft arrived at Marston Moor, the wind was 190°/20-25 kt and the pilot elected to use runway 10. On arrival, the aircraft was shut down for about an hour, during which time the wind, which was indicated by the windsock, veered to 290°/20-25 kt. This direction and speed were later confirmed by the surrounding local airfields.

Following the shut down period, the aircraft took off from runway 10 into a right hand circuit, with the other pilot at the controls. Despite what was by then a strong tailwind, he made what he considered to be a normal approach and landed well into the runway, leaving, in his opinion, sufficient distance in which to bring the aircraft to rest. However, the aircraft ran off the end of the runway into an earth bank. There was no fire and the two occupants vacated the aircraft without further event.