

Piper PA-28-161, G-BJBW, 4 June 2001 at 0915 hrs

AAIB Bulletin No: 8/2001 **Ref:** EW/G2001/06/04 **Category:** 1.3

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

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

Year of Manufacture: 1981

Date & Time (UTC): 4 June 2001 at 0915 hrs

Location: Chatteris Airfield, Norfolk

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Nosewheel, propeller, lower engine mounts, stbd maingear, stbd wing

Commander's Licence: Private Pilot's Licence

Commander's Age: 30 years

Commander's Flying Experience: 475 hours (of which 9 were on type)

Last 90 days - 31 hours

Last 28 days - 11 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot flew on a cross country flight from Popham Airfield, Hampshire to Chatteris Airfield, Cambridgeshire. Inbound to Chatteris he attempted to make radio contact on the occasional air/ground frequency but as he had already anticipated there was no response. He proceeded to the overhead position and decided that the surface wind favoured Runway 29, a grass runway 425 metres long. He estimated the surface wind was 280°/10kt based on a local forecast and from what he could observe from above.

He made an approach to Runway 29 but realised that it would be too short for his use as there were some obstructions on the approach path. He carried out a go-around and repositioned for an approach to Runway 01, a grass runway 570 metres long. There were also obstructions on the approach to this runway of which the pilot was conscious. The approach was flown with full flap. The aircraft crossed over the obstructions, a series of telegraph type poles, and was then sideslipped to lose height before being straightened out for landing. The aircraft touched down with between one half and one third of the runway remaining and the pilot applied full brake pressure. He was unable to stop the aircraft before it reached the far end of the runway. It slewed slightly to the right

and overran the end passing over a ditch of one metre depth before coming to rest some 3 metres beyond the runway.

The pilot used a current commercially available VFR flight guide to plan his arrival at Chatteris. This publication did not show any obstructions on the approach. The pilot had contacted the aerodrome operator to get permission to use the airfield but had not received any information about possible obstructions.

Chatteris, as an unlicensed aerodrome, was not required to comply with the licensing requirements laid out in Civil Aviation Publication (CAP)168. Guidelines for safety standards at unlicensed aerodromes are laid out in CAP 428. This publication recommends that if obstacles intrude into the approach or departure flight paths and cannot be removed then the landing and take off distances should be adjusted accordingly. There is also a note suggesting that aerodrome managers should aim to give visiting pilots prior warning of a potential hazard.

The pilot stated that he hadn't been aware of how far down the runway he was when he touched down. The Pilot's Operating Handbook gave a figure of 343 metres landing distance from 50 feet and 177 metres landing roll for a touchdown at minimum speed with nil wind on a dry level paved runway. The General Aviation Safety Sense Leaflet 7B Aeroplane Performance produced by the Civil Aviation Authority reminds pilots that manufacturer's performance data may be unfactored and strongly recommends that pilots apply safety factors. A table of suggested factors is included which gives an increment of 20% to be added to the landing distance for a grass surface and an overall factor of 43% for other potential less than favourable conditions.