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| Aircraft Type and Registration: | Piper PA-28-181 Cherokee Archer II, G-BPAY | |
| No & Type of Engines: | 1 Lycoming O-360-A4M piston engine | |
| Year of Manufacture: | 1980 | |
| Date & Time (UTC): | 27 December 2004 at 1245 hrs | |
| Location: | Leicester Airport, Leicestershire | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - 1 |
| Injuries: | Crew - None | Passengers - None |
| Nature of Damage: | Nosewheel and starboard undercarriage severely damaged; propeller and engine cowlings damaged | |
| Commander's Licence: | Private Pilot's Licence | |
| Commander's Age: | 60 years | |
| Commander's Flying Experience: | 165 hours (of which 10 were on type) Last 90 days - 6 hours Last 28 days - 2 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

History of the flight

The pilot and a colleague had returned from Wellsbourne Airfield to Leicester Airport where the pilot had expected to land on Runway 28, which was the runway in use when he departed but the duty runway had been changed to Runway 22. Runway 28 is 940 metres long by 30 metres wide whereas Runway 22 is 490 metres long by 30 metres wide. Both runways have an asphalt surface.

The pilot joined overhead for a left hand circuit. On the downwind leg he lowered one stage of flap with the second stage lowered on the base leg. The surface wind was from 220° at 5 to 10 kt with 15 km visibility and scattered cloud at 3,000 feet. At about half a mile from the runway threshold, the pilot realised he was too low and corrected his approach by increasing power which also raised his approach speed from 65 kt to 75 kt. The aircraft touched down near the threshold and the pilot applied the wheel brakes which felt as though the tyres were skidding on a slippery surface. He released the brakes and then reapplied them several times to try and improve the braking. The

aircraft overran the end of the runway into a ploughed field which caused the landing gear to collapse and the propeller struck the ground stopping the engine.

The pilot carried out the emergency drills and he and his passenger vacated the aircraft by the normal exit. The airport Rescue and Fire Fighting Service promptly attended the scene.

Conclusion

The pilot had only used two of the three stages of flap available and the aircraft's speed was abnormally fast on touchdown. He thought the main reason for the accident was that he had a mental picture of landing on Runway 28 as he had not used any runway other than 28/10 at Leicester for over a year. Runway 22 is 450 metres shorter than Runway 28 and he considered that the accident might have been avoided if he had used runways other than 28/10 to vary his experience.

Remarks

This aircraft previously over-ran the available length of Leicester's Runway 22 on 23 July 2001 at the conclusion of an abnormally fast approach, having touched down half way along the runway.