

ACCIDENT

Aircraft Type and Registration:	Piper PA-28R-201 Cherokee Arrow III, G-RJMS	
No & Type of Engines:	1 Lycoming IO-360-C1C6 piston engine	
Year of Manufacture:	1978 (Serial no: 28R-7837059)	
Date & Time (UTC):	19 June 2015 at 0900 hrs	
Location:	Crosland Moor Airfield, Yorkshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 3
Injuries:	Crew - None	Passengers - 2 (Minor)
Nature of Damage:	Damaged beyond economic repair	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	82 years	
Commander's Flying Experience:	1,880 hours (of which 1,285 were on type) Last 90 days - 10 hours Last 28 days - 5 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

During takeoff, the aircraft developed a swing to the left which the pilot was unable to correct with the use of rudder. The aircraft left the runway, ran down an embankment and through a stone wall before coming to rest. The cause of the loss of directional control has not been established.

History of the flight

The pilot was taking off on tarmac Runway 25 and the wind was from the northwest at 12 kt. This runway has an uphill slope and the pilot stated that he lined up on the left of the runway "so as to point as near to the wind direction as possible". However, as he opened the throttle and released the brakes, the aircraft developed a swing to the left which he was unable to correct using right rudder. The left wingtip contacted some bushes bordering the runway which increased the yaw such that the aircraft left the runway, ran down an embankment and through a stone wall before coming to rest in a field with all three landing gears collapsed. The occupants evacuated the aircraft normally with some minor bruising to the rear seat passengers who had only been provided with lap belts.

The AAIB has been provided with photographs which appear to show propeller contact marks on the runway, close to where the takeoff roll commenced, which the pilot believes may be evidence that the nose landing gear retracted and compromised his ability to steer the aircraft. However, the marks appear very faint and do not persist for the rest of the

ground run. Contact with the runway by a propeller under high power would be expected to leave the more characteristic deep propeller slash marks. No work has been done to establish the condition of the nose landing gear in order to confirm or refute this possible scenario.