

ACCIDENT

Aircraft Type and Registration:	Piper PA-28-161 Cherokee Warrior II, G-BOHA	
No & Type of Engines:	1 Lycoming O-320-D3G piston engine	
Year of Manufacture:	1978 (Serial no: 28-7816352)	
Date & Time (UTC):	17 July 2013 at 1455 hrs	
Location:	Lee-on-Solent Airfield, Hampshire	
Type of Flight:	Training	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to nosewheel, engine mount and propeller, engine shock-loaded	
Commander's Licence:	Student pilot	
Commander's Age:	37 years	
Commander's Flying Experience:	36 hours (of which 21 were on type) Last 90 days - 6 hours Last 28 days - 3 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and reports from the duty Air/Ground radio operator and the aircraft operator	

Synopsis

The student pilot was making a second attempt at landing in a 10 kt crosswind on his second solo flight. He had rejected the first landing after having directional control difficulties on touchdown. He experienced similar difficulties on his second landing, and was not able to correct the situation with full rudder pedal. An attempt at a further go-around was not successful and the aircraft left the hard runway with significant power applied. The pilot eventually brought the aircraft to rest after the nose leg collapsed.

History of the flight

The student pilot was briefed by his instructor for a local exercise, which was to be his second solo flight. The weather conditions were generally fine, with a light and variable wind. Runway 23 was in use, which was a hard surface of 1,309 m length.

The first part of the flight (a short navigation exercise) proceeded normally, and the pilot returned to Lee-on-Solent in preparation for landing. Since takeoff, the surface wind had increased to 10 kt from 170°. The pilot flew a stable approach to Runway 23 but, as the aircraft touched down, it veered left into wind. The pilot corrected with right rudder pedal, and stopped the

deviation as the aircraft reached the runway edge. He initiated a go-around, which was successful.

The pilot reported that he had flown dual in similar crosswind conditions without significant problem. He therefore requested the surface wind again, and was advised it was from between 150° and 170° at 10 kt. He flew a further stable approach, but again experienced a swing on touchdown. He applied full right rudder pedal but felt no effect on the aircraft. He again attempted to go around but the application of full power aggravated the situation. The pilot again tried to correct with right rudder pedal and also reduced power, but the nose leg collapsed and the aircraft came to a stop.

Further information

The duty Air/Ground radio operator witnessed the event and described seeing the aircraft veer off the runway and continue to travel about 80 m in an easterly direction.

From the pilot's report and photographs of the scene, the aircraft turned left through about 150° from its initial heading before coming to a stop. Ground witness marks suggested that the nose gear failure had occurred relatively late in the sequence, and propeller damage indicated that significant engine power was still applied at that time.

The student pilot acknowledged that his inexperience was a probable factor in the accident but could not account for the aircraft's failure to respond to his right rudder pedal application. The aircraft operator reported that the aircraft had been flown by a senior club member about 2 hours earlier without incident. An inspection of the aircraft after the accident had not revealed any defects which may have contributed to the accident.