

Piper Aircraft Corporation PA 28 Warrior, G-RVRA

AAIB Bulletin No: 11/2001	Ref: EW/G2001/09/13	Category: 1.3
Aircraft Type and Registration:	Piper Aircraft Corporation PA 28 Warrior, G-RVRA	
No & Type of Engines:	1 Lycoming 0-320-E3D piston engine	
Year of Manufacture:	1975	
Date & Time (UTC):	10 September 2001 at 1500 hrs	
Location:	Welshpool Airfield	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - 1	Passengers - N/A
Nature of Damage:	Nose landing gear collapsed. Propeller bent.	
Commander's Licence:	Private Pilots Licence	
Commander's Age:	49 years	
Commander's Flying Experience:	112 hours (of which 11 were on type)	
	Last 90 days - 2 hours	
	Last 28 days - 2 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot joined the circuit at Welshpool and carried out the downwind checks. He selected the first stage of flap and turned onto the final approach with a surface wind given as variable but generally 330°/14 kt. During the approach to Runway 04 at an IAS of 75 kt, in order to track the extended centreline, the pilot maintained a heading to the left of the runway direction. As the aircraft passed over the trees before the runway threshold, it appeared to loose speed and height. The pilot rapidly applied power but the aircraft struck the runway heavily and the nose landing gear wheel detached allowing the propeller to contact the runway surface. The aircraft skidded to a halt and the pilot carried out the emergency shut down drills before leaving the aircraft through the normal exit. The airfield Rescue and Fire Fighting Service attended immediately and a local nurse assisted the pilot who had received a minor head wound when his spectacles had been pushed into his eyebrow by the impact.

He considered that the cause of the accident was the wind variations on approach causing the sudden loss of speed and height, which he did not correct quickly enough with his application of power. The reason for his head injury was possibly due to the fact that, when carrying out his downwind checks, he only ensured that the harness was *secure* but not *tightened* and this had allowed his head to contact some part of the aircraft during a sudden deceleration.