

Piper PA-28-181, G-BOXY

AAIB Bulletin No: 10/2002	Ref: EW/G2002/07/29	Category: 1.3
Aircraft Type and Registration:	Piper PA-28-181, G-BOXY	
No & Type of Engines:	1 Lycoming O-360-A4M piston engine	
Year of Manufacture:	1978	
Date & Time (UTC):	24 July 2002 at 1845 hrs	
Location:	Netherthorpe Airfield, Notts	
Type of Flight:	Training	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Engine, propeller and nose landing gear	
Commander's Licence:	Student pilot	
Commander's Age:	42 years	
Commander's Flying Experience:	44 hours (of which 42 were on type)	
	Last 90 days - 1 hours	
	Last 28 days - 1 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot was completing his fifth and final circuit on Runway 24 at Netherthorpe airfield. The weather was good with a surface wind of 270° at 10 kt with slight turbulence reported by the pilot on the approach. The approach was made 10 kt faster than normal due to the turbulence, with landing flap lowered and the aircraft trimmed. After touch down the aircraft veered sharply to the left through approximately 45° and it 'ballooned' slightly. The pilot applied full power and the aircraft became airborne in a steep nose-high attitude before stalling and impacting standing corn to the south of the runway. The aircraft struck the surface tail first followed by the left wing tip and then the nose, eventually coming to rest in an erect attitude. The pilot was uninjured and vacated the aircraft through the normal exit on the right side of the aircraft. The Airfield Rescue and Fire Fighting Service attended immediately.

The student pilot concluded that the aircraft was affected by a slight gust of wind from the right during the attempted landing. He attributed the accident to a slight lack of speed reaction and

disorientation on his part. The slight delay in pushing forward on the control column in order to counter the nose up pitching moment created by the increase in power, had caused the aircraft to stall. His instructor stated that the student pilot's previous circuits were all observed and judged to be safe. He suspected that the student had inadvertently applied some left brake at touch down which caused the aircraft to veer to the left.