Piper PA-28-181 Cherokee Archer II, G-CCAV

AAIB Bulletin No: 9/2003	Ref: EW/G2003/06/09	Category: 1.3
Aircraft Type and Registration:	Piper PA-28-181 Cherokee Archer II, G-CCAV	
No & Type of Engines:	1 Lycoming O-360-A4M piston engine	
Year of Manufacture:	1980	
Date & Time (UTC):	13 June 2003 at 1044 hrs	
Location:	Lydd Airport, Lydd, Kent	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Severe disruption to engine compartment and nose leg. Aircraft beyond economic repair	
Commander's Licence:	Private Pilot's Licence and Night Rating	
Commander's Age:	51 years	
Commander's Flying Experience:	128 hours (of which 9 were on type)	
	Last 90 days - 4 hours	
	Last 28 days - 0 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

History of flight

Returning from Manston, where a normal landing had been accomplished, the pilot flew a visual approach to Runway 04 in CAVOK weather conditions with a surface wind of 090°/3kt. This approach ended with a gentle touchdown on the nose wheel, followed by a series of bounces. During this series of bounces, the nose leg was deflected such that it bent the carburettor mounts, restricting movement of the throttle cable.

The pilot remembered the approach as being normal with the exception that the throttle would not close as she flared, neither would it open as she attempted to go-around. She recalled being neither high nor fast.

The visual room controller on duty in the tower stated that the approach was normal until the flare, which was late. This resulted in a gentle touchdown on the nose wheel. As the main wheels came down the aircraft bounced moderately, however the nose came down again and more bounces of increasing magnitude followed. On the fourth bounce he heard the propeller strike the runway, and alerted the fire crew. After a further three bounces the aircraft remained on the ground and came to a halt. During the final bounce he remembers fearing that the aircraft would nose over on to its back.

Analysis

Examination of the aircraft showed no malfunction that would explain the initial throttle problem reported by the pilot but the later difficulty in operation was consistent with the damage done during the series of bounces. Recurrent training was given which included further circuit practice.