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

AAIB Bulletin No: 5/2003	**Ref: EW/G2002/12/12**	**Category: 1.3**
Aircraft Type and Registration:	Piper PA-28-181 Cherokee Archer II, G-EFIR	
No & Type of Engines:	1 Lycoming O-360-A4M piston engine	
Year of Manufacture:	1980	
Date & Time (UTC):	20 December 2002 at 1520 hrs	
Location:	Leicester Airfield	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Minor damage to right wing and right elevator.	
Commander's Licence:	Basic Commercial Pilot's Licence with Instructor Rating	
Commander's Age:	53 years	
Commander's Flying Experience:	5,050 hours (of which 1,100 were on type)	
	Last 90 days - 200 hours	
	Last 28 days - 40 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The aircraft was returning from Le Touquet on an instrument flying training flight. On arrival overhead Leicester Aerodrome it was decided that the student would carry out a locally produced training NDB instrument approach procedure for Runway 28. The cloudbase was broken at 900 feet, the visibility was 4,000 metres in haze and the surface wind was from 260° at 10 kt.

On the first approach, the runway was sighted when the aircraft reached 800 feet above aerodrome level (aal). However, the aircraft was considered to be too high to continue for a landing and a missed approach was therefore carried out. At the end of the second approach procedure, the pilot became visual with the runway when the aircraft was at 600 feet aal, at a range of 2 nm, but it was displaced 0.5 nm to the north of the runway centreline. The decision was taken to manoeuvre the aircraft for a landing on Runway 22, which involved a turn to the left, then right, to line up on final approach. During the final right turn, the aircraft clipped the top of a tree, damaging the right wing and elevator.

The instructor explained that he wanted the student to experience the problems associated with landing in poor visibility. He concluded that the student had experienced difficulty and that he should have taken control earlier, when the aircraft became low on final approach.