

# Piper PA-28-180, G-LFSG

**AAIB Bulletin No:** 5/2001    **Ref:** EW/G2001/03/01    **Category:** 1.3

## INCIDENT

**Aircraft Type and Registration:** Piper PA-28-180, G-LFSG

**No & Type of Engines:** 1 Lycoming O-360-A4A piston engine

**Year of Manufacture:** 1970

**Date & Time (UTC):** 3 March 2001 at 1317 hrs

**Location:** Liverpool Airport

**Type of Flight:** Private

**Persons on Board:** Crew - 1 - Passengers - None

**Injuries:** Crew - None - Passengers - N/A

**Nature of Damage:** Minor

**Commander's Licence:** Student Pilot

**Commander's Age:** 48 years

**Commander's Flying Experience:** 104 hours (of which 13 were on type)  
Last 90 days - 0 hours  
Last 28 days - 0 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

A student pilot had been briefed for a 40 minute solo flight to complete the recency requirements prior to his skill test. Having carried out the pre take-off checks, the pilot received his departure clearance and was instructed to line up and wait on Runway 09. The wind given with the take-off clearance was 150°/09 kt.

The pilot applied 'into wind aileron' and set approximately half throttle to start the take-off roll. As the aircraft reached 30 kt, there was a marked deviation to the left, which the pilot compensated for by depressing the right rudder pedal. This straightened the aircraft on the runway. With the aircraft rolling smoothly, the pilot applied full power and, at what the pilot estimated to be 40 kt, the aircraft again started to veer to the left. Despite trying to correct the situation by depressing the right rudder pedal hard, the aircraft continued to the left. Realising that he was losing control of the aircraft, the pilot closed the throttle and applied the toe brakes before the aircraft left the runway and ran onto the adjacent grass. The aircraft slowed down on the grass and came to a complete halt. The pilot turned off the fuel and ignition and vacated the aircraft through the normal exit. The airfield Rescue and Fire Fighting Service attended the scene and recovered the aircraft.

From discussions between the club training staff and the pilot it was concluded that, in an effort to maintain the centreline of the runway, the pilot had not allowed the nose landing gear to lift off. This would have resulted in a 'wheel barrowing' effect. This occurs when the main landing gear lifts off with the nose landing gear still in contact with the runway. The combination of left pedal applied at that point to counter the effect of the cross wind, would have meant the nose wheel was pointed to the left causing the sudden change of direction and the subsequent departure from the runway.