

Piper PA-28-180 Cherokee, G-ATOT

AAIB Bulletin No: 9/97 Ref: EW/G97/07/25 Category: 1.3

Aircraft Type and Registration:	Piper PA-28-180 Cherokee, G-ATOT
No & Type of Engines:	1 Lycoming O-360-A3A piston engine
Year of Manufacture:	1966
Date & Time (UTC):	26 July 1997 at 1200 hrs
Location:	Swanton Morley, Norfolk
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - 1
Injuries:	Crew - None - Passengers - None
Nature of Damage:	Fairing broke off from nosewheel; tip of one propeller blade bent and slight distortion of engine mounts
Commander's Licence:	Private Pilot's Licence with IMC Rating
Commander's Age:	57 years
Commander's Flying Experience:	325 hours (of which 125 were on type) Last 90 days - 16 hours Last 28 days - 7 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

Following a normal departure from Shipdham, the pilot flew to Swanton Morley for a planned landing. The weather was good and the surface wind was 230°/10 kt. With contact established on 'Swanton Radio', the pilot made an overhead join for a lefthand circuit to Runway 27; the runway has a declared dimension of 1,220 metres. The pilot assessed that there would be a light crosswind on final approach and stabilised his airspeed at 75 kt. As he crossed the threshold, he encountered windshear which caused a heavy touchdown and a subsequent bounce; the second touchdown was heavier and the pilot then initiated a go-around. Once safely airborne, he was informed by 'Swanton Radio' that a fairing had separated from the aircraft nosewheel. Thereafter, the pilot made a decision to return to Shipdham because of a possible nosewheel collapse on landing; Shipdham was only 5 miles away and the pilot was more familiar with that airfield and the assistance available. His final landing was good and the aircraft came to rest with no gear collapse.

The pilot acknowledged that the damage to the aircraft resulted from his misjudgement on the landing at Swanton Morley; the damage to the propeller blade was found on post flight inspection and probably occurred coincident with the nose wheel damage.