

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Zenair CH701SP, G-CCSK	
<b>No &amp; Type of Engines:</b>	1 Rotax 912 ULS piston engine	
<b>Year of Manufacture:</b>	2004	
<b>Date &amp; Time (UTC):</b>	2 August 2007 at 1445 hrs	
<b>Location:</b>	Netherthorpe Airfield, Nottinghamshire	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 2	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Nose wheel assembly and propeller damaged, probable shock-loaded engine	
<b>Commander's Licence:</b>	Commercial Pilot's Licence	
<b>Commander's Age:</b>	51 years	
<b>Commander's Flying Experience:</b>	7,315 hours (of which 3 were on type) Last 90 days - 114 hours Last 28 days - 42 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**History of the flight**

The aircraft owner was a student pilot who had completed 110 hours of flying training for a Private Pilot's Licence. He had previously flown a Cessna 150 but had recently purchased the Zenair 701.

On the day of the accident, the instructor and student completed two flights together, the first of which was a familiarisation flight. The aim of this flight was to demonstrate the differences between the Zenair 701 and the Cessna 150. During the flight the student pilot occupied the right seat whilst the instructor flew the aircraft from the left seat.

On the second flight, the student occupied the left

seat. The flight was planned to include some general handling to be followed by three circuits. The general handling and the first two circuits were uneventful. The instructor reported that during the approach for the final landing, the aircraft's rate of descent increased on short finals. The student applied more power than required during the flare to land, and then closed the throttle; this was followed immediately by a rapid forward control input. The nose gear struck the ground and collapsed, allowing the propeller to contact the ground. The instructor completed his post-crash actions and both crew members exited the aircraft without injury.

The instructor considered that the accident was caused

by the student's lack of familiarity with the Zenair 701, which is more sensitive in pitch than the Cessna 150.

**Comment**

When occupying the left seat of a Cessna 150, the pilot's left hand normally operates the control yoke, whilst the right hand normally operates the throttle. In the left seat of the Zenair 701, the controls are the other way round; the pilot's left hand normally operates the throttle, and his

right hand operates the control column. To recover from a high rate of descent on short finals, assuming that the airspeed is correct, the correct control inputs would be to apply power (throttle forward), whilst raising the nose (control column / yoke back). It is possible that during the final moments of the approach the student, under stress, reverted to the previously learnt hand movements required for recovery from an increased rate of descent.