

AAIB Bulletin No: 11/95 **Ref:** EW/G95/09/21 **Category:** 1.3

Aircraft Type and Registration: Piper PA-28-161 Cherokee Warrior II, G-BUJO

No & Type of Engines: 1 Lycoming O-320-D3G piston engine

Year of Manufacture: 1977

Date & Time (UTC): 30 September 1995 at 1350 hrs

Location: Runway 28, Halfpenny Green Airfield, Staffordshire

Type of Flight: Private (Training)

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Substantial to main and nose landing gear, fuselage, propeller and shock loading to engine

Commander's Licence: Student Pilot

Commander's Age: 21 years

Commander's Flying Experience: 26 hours (all on type)
Last 90 days - 14 hours
Last 28 days - 3 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The instructor and student pilot carried out a circuit training detail for circuit consolidation and as a pre-solo check. The student pilot had previously reached a solo standard but had not flown for two weeks. The 55 minute flight included a practice engine failure after takeoff, a practice engine failure downwind, two full flap go-arounds and 4 or 5 'touch-and-go's'. After this detail the instructor suggested that the student might like to now try on his own. The student agreed and on reaching Runway 16 the instructor completed the power check and pre-takeoff checks, briefed the student for his first solo and vacated the aircraft.

The student reported that as he took off he was feeling a 'little nervous' but felt very much 'in control'. The instructor observed the takeoff and crosswind leg which appeared normal. The student however soon began to 'feel unwell' and had an 'overwhelming desire to get down quickly'. He reported that as he did not want to interfere with other circuit traffic he remained below circuit height and after checking for traffic on Runway 16 made a request to land on Runway 28. The controller asked if he had a problem to which the student replied 'I'm not feeling too good'. The controller brought the airfield emergency services to a 'full emergency' status.

Realising that he would overshoot the runway from his present height and position the student, who still had 'the desire to be on the ground', lowered the nose of the aircraft and closed the throttle. The instructor reported that the aircraft crossed the threshold at approximately 400 feet agl and passed his position at a speed of approximately 130 kt.

The aircraft was recovered from the dive, landed very heavily, and bounced numerous times initially to a height of 30 feet. After the last bounce the nose landing gear collapsed and the aircraft came to rest in an upright position near to the end of the runway with the emergency services in attendance. The pilot, unhurt but shocked, vacated the aircraft within 5 seconds.

The student pilot reported that the 'pressure brought about by his first solo and outside pressures triggered an anxiety attack causing him to lose confidence'. He considered the 'easy way out was to land as quickly as possible onto Runway 28'. The instructor had not previously detected before in the student any signs of nervousness, under confidence, panic or fear.