

Piper PA-28-161, G-BFMG

AAIB Bulletin No: 7/2000 **Ref:** EW/G2000/05/07 **Category:** 1.3

Aircraft Type and Registration: Piper PA-28-161, G-BFMG

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

Year of Manufacture: 1977

Date & Time (UTC): 7 May 2000 at 1315 hrs

Location: Fair Oaks Airport, Surrey

Type of Flight: Training

Persons on Board: Crew - 1 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Nosewheel collapsed

Commander's Licence: Student Pilot

Commander's Age: 47 years

Commander's Flying Experience: 32 hours (of which 29 were on type)
Last 90 days - 18 hours
Last 28 days - 8 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

Having demonstrated two good circuits and landings dual with the Chief Flying Instructor, a student pilot was authorised to undertake solo circuit consolidation. The first solo 'touch and go' landing was considered normal. On the second 'touch and go' the student landed to the right of the runway centreline but in all other respects the landing was again considered normal. The student applied left rudder to regain the centreline and opened the throttle to take off. The turn to the left was more rapid than expected and, seeing that he was going too far to the left, the student decided that the best option was to close the throttle, abandon the take off and let the aircraft depart from the runway onto the grass.

The aircraft initially travelled over the grass, but when it encountered very soft ground the nose landing gear sank into the surface having travelled some three aircraft lengths across the grass. The nose landing gear was bent backwards which allowed one of the propeller blades to contact the surface.

After discussing the events with the student, the CFI concluded that the combination of left rudder and the application of full power caused the rapid turn to the left. Whilst the student had attempted, initially to 'steer' the aircraft using the control column, the decision to abandon the take-off was the

correct one under the circumstances. Had it not been for the waterlogged ground the departure from the runway onto the grass would not have resulted in any damage.