Piper PA-28-140 Cherokee, G-BRBW

AAIB Bulletin No: 8/2003	**Ref: EW/G2003/06/20**	**Category: 1.3**
Aircraft Type and Registration:	Piper PA-28-140 Cherokee, G-BRBW	
No & Type of Engines:	1 Lycoming O-320-E3D piston engine	
Year of Manufacture:	1974	
Date & Time (UTC):	24 June 2003 at 1310 hrs	
Location:	Full Sutton Airfield, Yorkshire	
Type of Flight:	Training	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Substantial to engine, propeller and nose gear	
Commander's Licence:	Student pilot	
Commander's Age:	46 years	
Commander's Flying Experience:	22 hours (all on type)	
	Last 90 days - 22 hours	
	Last 28 days - 12 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and telephone enquiries by the AAIB	

The student pilot had already flown one dual and one solo flight of circuit training. The solo flight had involved four landings, which were assessed as satisfactory by the supervising instructor. Following a break, the student was briefed for a further session of circuits on Runway 22. The weather conditions were good with a surface wind of 250°/ 5 kt, visibility greater than 10 km and cloud FEW at 3,000 feet amsl. Runway 22 is 722 metres long with a grass surface, which was dry.

After three uneventful circuits, the student was on his final approach to land with full flap selected. He considered that his airspeed was accurate and his approach stable. However, as he was about to 'flare', the aircraft touched down and bounced. The student countered this with an application of full power but there was no apparent engine response. He then moved the control column forward and was aware of a further bounce, following which the nose gear collapsed. The flying instructor was monitoring the flight and saw the initial bounce of the aircraft, and the resulting porpoising action down the runway, before the nose gear collapsed and G-BRBW came to rest.

Two sets of propeller strikes were subsequently identified on the runway and these indicated that the propeller was under power at the time of the strikes. There was a placard in the cockpit to the effect that the throttle must be advanced slowly or the engine will cut. The instructor considered that the probable reason for the apparent lack of engine response was that the student advanced the throttle too quickly.