ACCIDENT

Aircraft Type and Registration:	Piper PA-28-181 Cherokee Archer II, G-TALE	
No & Type of Engines:	1 Lycoming O-360-A4M piston engine	
Year of Manufacture:	1981 (Serial no: 28-8290048)	
Date & Time (UTC):	1 November 2014 at 1440 hrs	
Location:	Blackbushe Airport, Surrey	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 3
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to propeller, nosewheel leg and engine mount	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	35 years	
Commander's Flying Experience:	163 hours (of which 162 were on type) Last 90 days - 1 hour Last 28 days - 0 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft had been high on the approach to land and bounced a number of times. The pilot later discovered that the throttle had jammed slightly open as a result of nose leg damage sustained at some point during the landing. He assessed the cause of the accident as a pilot-induced-oscillation and that he should have initiated a go-around at an early stage.

History of the flight

The pilot reported that the aircraft had been high on the approach to land and, after touching down on Runway 25, the aircraft lifted off again. The pilot immediately checked by feel that the throttle lever was fully closed and he felt it was. He thought the aircraft would settle but it bounced again. He decided against a go-around as he still thought the aircraft would settle, but the aircraft went higher this time and then pitched nose-down. The pilot reported that his split-second decision was that it was "so nose-down" that adding power would have only made the situation worse. It was at this point that he believes the propeller hit the ground. The aircraft bounced about two more times and then veered off the runway to the right and onto the grass where it came to rest about 10 ft from a hedge.

The pilot then noticed that the throttle lever was stuck about 2 inches open and he could not close it, so he closed the mixture and shut down the electrics. He later discovered that

the throttle had jammed as a result of nose leg damage sustained at some point during the landing. He assessed that the cause of the accident was a pilot-induced-oscillation and that he should have initiated a go-around at an early stage.