

ACCIDENT

Aircraft Type and Registration:	Piper PA-28R-200 Cherokee Arrow, G-RACO	
No & Type of Engines:	1 Lycoming IO-360-C1C piston engine	
Year of Manufacture:	1975 (Serial no: 28R-7535300)	
Date & Time (UTC):	5 December 2017 at 1130 hrs	
Location:	Manchester/Barton Airport	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Collapsed nose landing gear, damaged propeller and wings deformed around main landing gear mounts	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	74 years	
Commander's Flying Experience:	1,441 hours (of which 0 were on type) Last 90 days - 2 hours Last 28 days - 2 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot was receiving instruction as part of a type conversion to the PA-28R, having previously flown Focke-Wulf P.149 and Yak-55 aircraft.

During the first circuit, the pilot configured the aircraft for landing and maintained a small amount of throttle once over the threshold. The pilot reported that when he flared the aircraft he realised he was too high and lowered the nose, as directed by the instructor. The aircraft pitched nose-down abruptly and struck the grass runway. The nose landing gear collapsed and the wing structure deformed around the main landing gear mounts (Figure 1).

The pilot assessed that he had stalled during the flare, causing the aircraft to pitch down abruptly. Conversely, the instructor considered that the pilot's forward input was too pronounced, causing the abrupt pitch down. The instructor stated that it was not possible to have reacted in time to avert the accident.

Both the pilot and the instructor considered that a contributory factor to the high flare was that most of the pilot's experience was on aircraft types with much higher seating positions than the PA-28R.



Figure 1

Deformation in wing around main undercarriage mounts