

ACCIDENT

Aircraft Type and Registration:	Piper PA-28-161 Cherokee Warrior II, G-BGYH	
No & Type of Engines:	1	Lycoming O-320-D3G piston engine
Year of Manufacture:	1979	
Date & Time (UTC):	23 May 2008 at 1610 hrs	
Location:	Full Sutton Airfield, Yorkshire	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - 2
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Right undercarriage leg detached, damage to right wing	
Commander's Licence:	Commercial Pilot's Licence	
Commander's Age:	34 years	
Commander's Flying Experience:	1,500 hours (of which 1,200 were on type) Last 90 days - 150 hours Last 28 days - 50 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

Whilst on short finals to land, the aircraft, which was being flown by a student pilot, descended below the normal approach path whilst appearing to encounter a downdraught of wind. The instructor pilot took control and applied power, but was unable to arrest the descent rate. The aircraft's right undercarriage struck the ground before the runway and separated from the aircraft.

Description of the accident

The aircraft was being flown on a cross-country navigation exercise from Full Sutton Airfield, with a flying instructor, his student and two passengers on board. The weather was fine, with a surface temperature of 16° C and an estimated wind from 060° at 15 kt. Runway 04 was in use at Full Sutton. This was a grass runway, 772 m in length.

The aircraft approached Runway 04 at the end of the two-hour flight being flown by the student pilot, who was 58 years old with about 60 hours flying time, all on the Cherokee Warrior II. The aircraft was calculated to have weighed 989 kg for landing, which was 67 kg below the allowable maximum all-up weight.

The instructor reported that the aircraft started to go below the normal approach path at a late stage on finals, and he prompted his student to add power to reduce the descent rate. The student did not correct the situation, which appeared to be aggravated by a downdraught of wind, so the instructor took control and applied power. He was unable to arrest the descent, and the right main landing gear struck a lip at the beginning of the runway, which

caused it to separate from the wing. The instructor shut the engine down and was able to prevent the right wing contacting the ground until at very low speed, although this still resulted in some damage to the wing and flap.

The aircraft came to a rest at the side of the runway and its occupants vacated through the main right door. The airfield's crash truck attended the scene. There was no fire and no reported injuries.