

ACCIDENT

Aircraft Type and Registration:	Piper PA-28-180 Cherokee, G-ASIL	
No & Type of Engines:	1 Lycoming O-360-A4A piston engine	
Year of Manufacture:	1963 (Serial no: 28-1350)	
Date & Time (UTC):	2 July 2014 at 1057 hrs	
Location:	Wolverhampton Halfpenny Green Airport, Staffordshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Firewall bent, engine shock-loaded, damage to nose landing gear, propeller and underside of fuselage	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	58 years	
Commander's Flying Experience:	193 hours (of which 87 were on type) Last 90 days - 26 hours Last 28 days - 9 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The aircraft was on the approach to Runway 16 at Wolverhampton Halfpenny Green Airport. It had joined the circuit on the downwind leg at 1,100 ft agl, slowing to 90 mph on base leg whilst extending two stages of flap. After turning finals, the pilot reduced speed to 85 mph whilst selecting the third stage of flap and, crossing the airfield boundary, he again slowed to 80 mph. He states that he was happy with all aspects of the approach as he then closed the throttle to glide the remaining 50 – 100 ft to touchdown. As he neared the beginning of the paved surface, he started to flare the aircraft but, before the flare was complete, the wheels touched and the aircraft bounced, he believes three times, before the nose landing gear collapsed and the aircraft slid to a halt on its nose.

The pilot believes that the aircraft struck a bump at the beginning of the touchdown zone, whilst it was in a relatively flat attitude, and travelling quite fast across the ground due to the lack of headwind and the lack of opportunity to lose speed in the flare.