

Piper PA-38-112, G-BRHT

AAIB Bulletin No: 2/99 Ref: EW/G98/10/08 Category: 1.3

Aircraft Type and Registration: Piper PA-38-112, G-BRHT

No & Type of Engines: 1 Lycoming O-235-L2C piston engine

Year of Manufacture: 1979

Date & Time (UTC): 8 October 1998 at 1416 hrs

Location: Liverpool Airport

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Substantial to nose landing gear, propeller and fuselage structure

Commander's Licence: Student Pilot

Commander's Age: 64 years

Commander's Flying Experience: 83 hours (of which 8 were on type)

Last 90 days - 14 hours

Last 28 days - 9 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The student pilot was returning to Liverpool on completion of his Qualifying Cross Country flight as part of his training for the award of a Private Pilot's Licence. At the airfield there was significant work in progress on the paved areas and this, coupled with a busy period of aircraft movements, had generated high levels of radio traffic. The pilot made the standard radio calls for entry into the zone including the phrase 'Student Pilot' and was eventually cleared to Point Ince, which is not a published reporting point. On approaching Ince, he reported his position but received no reply and commenced an orbit to await onward clearance. On informing Liverpool of his intentions, he was given clearance to proceed to the east bank of the Mersey to await clearance to join for a 3 mile final to land on Runway 27. When he reached the east bank of the Mersey, the pilot was to 'TURN FINAL, NUMBER ONE'. On calling finals, he was cleared to land and requested to land long and

expedite clearing the runway. The pilot replied that he would attempt to comply but that he was a student and had not previously flown such an approach. The wind was 300° at 10 kt giving a crosswind which was close to his limits, and so the pilot made a high approach at 10 kt above his normal approach speed to guard against the anticipated turbulence. At this point the pilot became stressed and flared too soon, causing the aircraft to land heavily and bounce three times before departing from the left hand side of the runway. The pilot regained the runway and taxied clear before shutting down the aircraft, which had sustained substantial damage. While the aircraft was bouncing, the pilot had considered the option of a go-around but decided that he was too far along the runway to execute the manoeuvre safely.

The pilot considered that the cause of the accident was his acceptance of an ATC instruction for which he was not trained, in weather conditions that were close to his limits, at the end of a long and, for him, busy flying day.

Investigation of the ATC aspects of this accident were inconclusive because of the non-availability of the RTF tapes due to procedural errors.