

<b>No:</b>	9/90	<b>Ref:</b>	EW/G90/07/25	<b>Category:</b>	1c
<b>Aircraft Type and Registration:</b>	Piper PA-38-112, G-OATS				
<b>No &amp; Type of Engines:</b>	1 Lycoming O-235-L2C piston engine				
<b>Year of Manufacture:</b>	1978				
<b>Date and Time (UTC):</b>	28 July 1990 at 1410 hrs				
<b>Location:</b>	Nottingham Airport				
<b>Type of Flight:</b>	Private (training)				
<b>Persons on Board:</b>	Crew - 1	Passengers - None			
<b>Injuries:</b>	Crew - None	Passengers - N/A			
<b>Nature of Damage:</b>	Engine shock loaded; damage to propeller tips and nosewheel oleo				
<b>Commander's Licence:</b>	Student Pilot				
<b>Commander's Age:</b>	34 years				
<b>Commander's Total Flying Experience:</b>	39 hours (of which 14 were on type)				
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot				

Following a dual check, the pilot carried out a solo detail. The surface wind was calm, and following a circuit to runway 27, the aircraft landed heavily and bounced twice. The pilot, who felt that she would be unable to bring the aircraft to a halt in a controlled manner, applied power and took off again. On the subsequent landing, as it slowed, the aircraft swung to the left. This was controlled with right brake and the runway was vacated in the normal manner. It was only after landing that the pilot realized that the landing had damaged the aircraft.

The pilot stated that, during the final approach on the first circuit, she found herself continually making adjustments to the height, airspeed and attitude. In hindsight, she considered that it may have been better to have initiated a go-around rather than continuing with the approach.