

<b>Aircraft Type and Registration:</b>	Piper PA-38-112, G-BNSL	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-235-L2C piston engine	
<b>Year of Manufacture:</b>	1981	
<b>Date &amp; Time (UTC):</b>	31 October 2004 at 1530 hrs	
<b>Location:</b>	Pembrey Airport, Carmarthenshire	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Minor damage to left wing.	
<b>Commander's Licence:</b>	Student pilot	
<b>Commander's Age:</b>	78 years	
<b>Commander's Flying Experience:</b>	425 hours (of which 14 were on type) Last 90 days - 12 hours Last 28 days - 4 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

Following a dual circuit flight of 15 minutes with his instructor, the student pilot was briefed for a solo flight in the circuit. The weather was good with a calm surface wind. Runway 22 was in use. This runway has a concrete surface and a Landing Distance Available (LDA) of 767 metres. At the end of the runway is a wire mesh fence approximately five feet high and pilots are required to turn through 180° at the end of the landing roll to backtrack.

After approximately 45 minutes of various circuits, including go-arounds and touch-and-go's, the pilot made a final landing with full flap. Touch down was on the runway threshold and at the correct speed. No rudder application was required to maintain the centre-line and the pilot became aware that the retardation appeared less than anticipated. With the aircraft approaching the fence, the pilot attempted to turn right but the left wing tip contacted the fence. The pilot brought G-BNSL to a halt and closed down the engine.

In an honest report, the pilot acknowledged that he had misjudged the aircraft retardation in calm conditions and had applied the brakes too late.