

# Piper PA-38-112, G-BNGR

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| <b>AAIB Bulletin No:</b>               | <b>Ref:</b> EW/G2001/08/20                           | <b>Category:</b> 1.3 |
| <b>Aircraft Type and Registration:</b> | Piper PA-38-112, G-BNGR                              |                      |
| <b>No &amp; Type of Engines:</b>       | 1 Lycoming O-235-L2C piston engine                   |                      |
| <b>Year of Manufacture:</b>            | 1979   |                      |
| <b>Date &amp; Time (UTC):</b>          | 27 August 2001 at 1432 hrs                           |                      |
| <b>Location:</b>                       | Gamston Airfield                                     |                      |
| <b>Type of Flight:</b>                 | Private  |                      |
| <b>Persons on Board:</b>               | Crew - 1   | Passengers - None    |
| <b>Injuries:</b>                       | Crew - None  | Passengers - N/A     |
| <b>Nature of Damage:</b>               | Nose landing gear, propeller and engine              |                      |
| <b>Commander's Licence:</b>            | Student pilot  |                      |
| <b>Commander's Age:</b>                | 45 years   |                      |
| <b>Commander's Flying Experience:</b>  | 64 hours (all on type)                               |                      |
|  | Last 90 days - 10 hours                              |                      |
|  | Last 28 days - 2 hours                               |                      |
| <b>Information Source:</b>             | Aircraft Accident Report Form submitted by the pilot |                      |

The student pilot was carrying out a flight from Teeside Airport to Gamston Airport as part of a solo qualifying cross country flight. The weather conditions for the flight were good and the surface wind at Gamston was 350°/10 kt. On arrival in the Gamston area the pilot was advised that Runway 03 was in use with a right hand circuit.

The aircraft was positioned on the downwind leg at 1,000 feet agl before turning onto base leg. A descent was started on base leg with 21° of flap selected. Turning onto the final approach the pilot realised the aircraft was too high and further reduced power. The aircraft touched down on the main wheels about half way along the runway and bounced. The pilot continued to try to land the aircraft which resulted in 3 or 4 further bounces after which the nose landing gear collapsed. The aircraft came to rest at the right side of the runway.

The pilot's subsequent analysis was that the turn from downwind to base leg had been made too early leading to the aircraft being higher and closer in than was usual. The corrective actions taken had then left the aircraft in a steep descent with low power which led to a bounce during the attempted flare.