

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Piper PA-38-112 Tomahawk, G-LSFD	
<b>No &amp; type of Engines:</b>	1 O-235-L2C piston engine	
<b>Year of Manufacture:</b>	1982	
<b>Date &amp; Time (UTC):</b>	9 September 2006 at 1044 hrs	
<b>Location:</b>	Hawarden Airport, North Wales	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 2	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to nose wheel, engine, propeller, fuselage and wings	
<b>Commander's Licence:</b>	Commercial Pilot's Licence	
<b>Commander's Age:</b>	29 years	
<b>Commander's Flying Experience:</b>	1,489 hours (of which 1,140 were on type) Last 90 days - 154 hours Last 28 days - 37 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

On approach for a planned touch-and-go landing the aircraft encountered a downdraft. The touchdown was heavier than normal although the aircraft climbed away normally. On the subsequent landing the nose landing gear collapsed.

## History of the flight

The flight was planned as a training exercise to include a number of circuits with touch and go landings on Runway 23 at Hawarden. The wind was from 160° at 13 kt. On about the third or fourth circuit the aircraft encountered a downdraft; the student successfully counteracted the increased descent rate with power and regained the approach path. As the student flared the

aircraft prior to touchdown it suddenly sank and the landing was heavier than normal. Once on the ground the aircraft began to drift to the right so the instructor took control, regained the centreline and continued with the touch and go. The aircraft responded to the steering demand normally and there were no unusual sounds or vibrations. The aircraft climbed away and continued into the circuit as normal.

Another touch-and-go landing was planned and the student carried out a good approach and landing. No wind shear was experienced on this occasion. As the aircraft touched down the nose landing gear collapsed and the propeller struck the runway. The aircraft

skidded on its nose before coming to rest on the runway. Both occupants were uninjured and exited the aircraft without difficulty.

The instructor considered that the landing gear collapse was due to damage caused on the previous heavy landing.