

Piper PA-28-161, G-BPOM, 5 September 1997

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| Aircraft Type and Registration: | Piper PA-28-161, G-BPOM |
| No & Type of Engines: | 1 Lycoming O-320-D3G piston engine |
| Year of Manufacture: | 1984 |
| Date & Time (UTC): | 5 September 1997 at 1712 hrs |
| Location: | Norwich Airport |
| Type of Flight: | Private (Training) |
| Persons on Board: | Crew - 1 - Passengers - None |
| Injuries: | Crew - None - Passengers - N/A |
| Nature of Damage: | Propeller tips bent and engine shock loaded. Damage to starboard leading edge and wing tip |
| Commander's Licence: | Student |
| Commander's Age: | 65 years |
| Commander's Flying Experience: | 89 hours (of which 42 were on type) Last 90 days - 30 hours Last 28 days - 12 hours |
| Information Source: | Aircraft Accident Report Form submitted by the pilot |

The student pilot was on the last leg of his qualifying solo cross-country flight. He had already flown from Norwich to Cambridge and from Cambridge to Southend; external observers had assessed his landings as 'excellent' and 'good' respectively at these locations. For his final landing at Norwich, the weather was good with a surface wind of 270°/04 kt.

The pilot joined left base for a landing on Runway 27 but then had to make one orbit for spacing reasons. For his final approach, he was behind a Cessna aircraft. As he crossed the threshold, he closed the throttle and G-BPOM landed heavily and bounced. The pilot's immediate reaction was to go-around and he applied power, flew one circuit and made a subsequent safe landing.

In an honest report, the pilot acknowledged that he had allowed himself to get distracted by the aircraft ahead and failed to adequately monitor his airspeed; when he flared and reduced power, the aircraft stalled.