

AAIB Bulletin No: 10/93

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Category: 1.3

Aircraft Type and Registration: Piper PA-38-112 Tomahawk, G-BOHN

No & Type of Engines: 1 Lycoming O-235-L2A piston engine

Year of Manufacture: 1981

Date & Time (UTC): 16 August 1993 at 1517 hrs

Location: Cardiff Airport

Type of Flight: Private (Training)

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Beyond economic repair due to broken fuselage, bent and broken wing spars, damage to engine assembly, cracked windscreen, broken nose gear casting and bent propeller tips

Commander's Licence: Student Pilot

Commander's Age: 32 years

Commander's Flying Experience: 14 hours (all on type)
Last 90 days - 12 hours
Last 28 days - 5 hours

Information Source: Aircraft Accident Report Form submitted by the pilot plus telephone enquiries

The student pilot had been flying circuits with his instructor earlier during the day and had performed well. On his first solo flight he was being watched by his instructor who was standing on the apron a few hundred metres from the threshold of Runway 21. At the time the wind was 180° at 11 kt giving a crosswind component of about 5 kt. The instructor thought that the approach was good and the speed was about right. The pilot flared the aircraft to achieve level flight just inches above the runway and the aircraft touched down gently on all three wheels. It then appeared to bounce several times and the pilot seemed to have lost directional control. At some stage the nose of the aircraft reared up to an estimated angle of 45° but nobody heard the engine speed increase. Without gaining more than a few feet in height, the aircraft then appeared to yaw through more than 90° before crashing in a nose down attitude onto the grass on the left side of the runway.

The pilot could not remember the sequence of events which led to the accident but during the sequence the nosewheel broke off and was found several hundred yards from the aircraft. The instructor stated that his student had been taught the correct procedure for going around after a bounced landing.