

ACCIDENT

Aircraft Type and Registration:	Piper PA-28R-200 Cherokee Arrow, G-GYMM	
No & Type of Engines:	1 Lycoming IO-360-C1C piston engine	
Year of Manufacture:	1971	
Date & Time (UTC):	14 August 2011 at 1335 hrs	
Location:	Shobdon Airfield, Herefordshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Wings damaged beyond economic repair	
Commander's Licence:	Commercial Pilot's Licence	
Commander's Age:	59 years	
Commander's Flying Experience:	506 hours (of which 55 were on type) Last 90 days - 5 hours Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot and telephone inquiries by the AAIB	

Synopsis

Whilst landing at Shobdon, the aircraft touched down heavily and bounced. Major damage was later found to both wings.

History of the flight

The aircraft was landing after an uneventful flight from Gloucester Airport. An overhead circuit join was followed by a visual approach to Runway 27, flying finals with full flap selected at 75 kt, the recommended speed for the aircraft's weight. The wind was 280°/9 kt. Everything appeared normal until, during the roundout, the aircraft unexpectedly hit the ground heavily and bounced. The pilot landed after the bounce and taxied to the parking area.

When performing the walk-round inspection prior to the return flight to Gloucester, the pilot noticed wrinkling of the left wing skin and decided to leave by road whilst the aircraft was inspected. The inspection revealed severe distortion of both wings to the extent that the aircraft was declared an economic total loss.

The pilot stated that he was unsure of what had caused the heavy landing, which he sensed had been due to premature contact with the ground but believed that he may have misjudged the roundout. Witnesses in the control tower recalled that the approach had been flown well but the aircraft appeared to flare at a height of about 10 feet above the runway before dropping rapidly

onto its mainwheels and bouncing. The severity of the heavy landing was sufficient for the two controllers to comment on it to each other, but they were surprised

when they later learned of the extent of the damage to the aircraft.