

Piper PA-38-112, G-BGBW

AAIB Bulletin No: 6/98 Ref: EW/G98/03/12 Category: 1.3

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

No & Type of Engines: 1 Lycoming O-235-L2C piston engine

Year of Manufacture: 1978

Date & Time (UTC): 23 March 1998 at 1455 hrs

Location: Nottingham Airport, Nottinghamshire

Type of Flight: Private (Training)

Persons on Board: Crew - 2 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Broken Windscreen

Commander's Licence: Commercial Pilot's Licence with AFI Rating

Commander's Age: 31 years

Commander's Flying Experience: 850 hours (of which 611 were on type)
Last 90 days - 127 hours
Last 28 days - 14 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft was being used by an instructor and student for visual circuits as part of the flying training for a PPL, and was being flown on base leg by the student at 95 kt and at a height of 800 feet agl. Just before setting up a descent, both the student and his instructor noticed a wood pigeon which had appeared directly in front of them, flying from left to right across their path. Two seconds later the pigeon struck the top part of the windscreen, which broke instantly leaving large and jagged pieces of perspex attached to the frame. The instructor took control and was aware that one large piece, loosely attached at the bottom of the frame, was capable of detaching and causing serious injury to either, or both of the occupants. The instructor therefore told the student to reach forward and prevent this piece of perspex from becoming dislodged.

In view of this situation a MAYDAY call was transmitted and the aircraft was landed without further incident about a minute later. Subsequent examination showed that two large pieces of

perspex had passed between the instructor and the student and had come to rest in the baggage compartment behind them. The bird had not passed through the propeller.

(British Civil Airworthiness Requirements, CAP 467 Section K Light Aeroplanes, do not contain provisions for windscreens capable of withstanding the impact of birds for aircraft with a maximum weight below 2,730 kg unless the aircraft is classified as an agricultural aeroplane.)