

## Piper PA-22-150, G-ARAX

**AAIB Bulletin No:** 10/99      **Ref:** EW/G99/08/06      **Category:** 1.3

**Aircraft Type and Registration:** Piper PA-22-150, G-ARAX

**No & Type of Engines:** 1 Lycoming O-320-A2B piston engine

**Year of Manufacture:** 1956

**Date & Time (UTC):** 1 August 1999 at 1107 hrs

**Location:** 5 miles west of Old Sarum Airfield, Wiltshire

**Type of Flight:** Private

**Persons on Board:** Crew - 1 - Passengers - 1

**Injuries:** Crew - None - Passengers - None

**Nature of Damage:** Shattered windscreen

**Commander's Licence:** Private Pilot's Licence with IMC and Night Ratings

**Commander's Age:** 52 years

**Commander's Flying Experience:** 900 hours (of which 700 were on type)  
Last 90 days - 50 hours  
Last 28 days - 10 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The aircraft, whilst making a local flight from Old Sarum Airfield, was descending in a tight turn from 3,000 feet. As the pilot levelled the aircraft at 2,500 feet in turbulence, the windscreen suddenly shattered. He immediately reduced airspeed by pulling back on the control yoke and was assisted in this by his passenger in an instinctive reaction. The pilot then returned to the airfield and landed without further incident. He thought that the windscreen may have failed due to unusual stress on the airframe as a result of turning tightly whilst in turbulence.

The maintenance organisation responsible for the aircraft established that no permanent deformation of the airframe had occurred and, by re-constituting the windscreen fragments, that it had not been struck by any object. During the aircraft's last Annual Inspection, a small crack in the windscreen had been 'stop- drilled' and repaired in accordance with accepted practice, however it was also reportedly established that the windscreen failure had not originated from this repair.