

No: 2/91

Ref: EW/G90/12/09

Category: 1c

**Aircraft Type
and Registration:**

Piper PA-38-112, G-BGUA

No & Type of Engines:

1 Lycoming O-235-L2C piston engine

Year of Manufacture:

1979

Date and Time (UTC):

5 December 1990 at 1615 hrs

Location:

Swansea Airport, Wales

Type of Flight:

Private

Persons on Board:

Crew - 1

Passengers - None

Injuries:

Crew - None

Passengers - N/A

Nature of Damage:

Substantial damage to wing surfaces, main spar and propeller

Commander's Licence:

Student Pilot

Commander's Age:

35 years

**Commander's Total
Flying Experience:**

46 hours (all on type with 10 hours as Pilot-in-command)

Information Source:

Aircraft Accident Report Form submitted by the pilot and telephone inquiries by AAIB

The aircraft was flown by a student pilot on a cross country flight for the purpose of qualifying for the issue of a Private Pilot's Licence. The planned route was Cardiff-Shobdon-Swansea-Cardiff. The pilot reports that the weather at the start of the flight was clear and calm, and that visibility on the first leg was generally good although slightly hazy on his arrival at Shobdon. The flight from Shobdon was uneventful, although the haze and setting sun were reducing the in-flight visibility. However, by using the NDB and ADF facilities, the pilot located Swansea aerodrome without difficulty and positioned the aircraft for a circuit and approach for landing on runway 10. He completed the downwind and base legs and, as he commenced the final approach, he reports that Swansea ATC had advised that in view of the declining light and the onset of dusk his flying club had requested that he carry out a touch-and-go landing and return to Cardiff.

With this diversion in mind the pilot continued the approach and touched down, in the full flap configuration, approximately half way down runway 10 at Swansea. He then applied maximum power but did not feel confident that he had sufficient power to take off safely within the distance remaining. He therefore closed the throttle and applied the brakes, feeling confident that the aircraft would stop within the remaining distance. However, as he turned to the left the aircraft's right wing contacted a post supporting the aerodrome boundary fence. The aircraft veered to the right, went through the fence

and came to rest on the hard standing just outside the aerodrome boundary. The pilot shut down the engine, made the switches safe and vacated the aircraft without injury.

At the time of the accident the weather was fine but visibility was reduced by haze, occasional mist patches, and the onset of dusk. Runway 10 is 1037 metres in length, with a displaced landing threshold that gives a Landing Distance Available (LDA) of 896 metres. There is no lighting of any sort on the runway.