

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

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

**Year of Manufacture:** 1979

**Date & Time (UTC):** 16 October 1995 at 1050 hrs

**Location:** Liverpool Airport, Merseyside

**Type of Flight:** Private

**Persons on Board:** Crew - 1 Passengers - None

**Injuries:** Crew - None Passengers - N/A

**Nature of Damage:** Nose landing gear broken and propeller bent; some damage to the instrument panel and fuselage skin

**Commander's Licence:** Student Pilot

**Commander's Age:** 39 years

**Commander's Flying Experience:** 22 hours (of which 20 were on type)  
Last 90 days - 18 hours  
Last 28 days - 6 hours

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

The student had completed six circuits with his instructor, and then had made one uneventful landing and go-around solo . The wind was reported as 150°/ 10 kt and Runway 09 was in use. The student was using the crabbed approach technique to counter the crosswind from the right and when he applied rudder to align the aircraft with the runway for touchdown, the aircraft did not appear to respond.

The aircraft bounced on touchdown and yawed to the left. After a third bounce, the nose landing gear collapsed and the aircraft continued to swing to the left and, with the propeller and nose on the ground, slid off the side of the runway onto the grass. The student's lap and diagonal safety harness remained intact and, although the Airport Emergency Services attended the scene, there was no fire and the pilot was able to vacate the aircraft through his normal door.

Both the student and his instructor have stated that the accident was caused by a sudden increase in the wind velocity.