

Aircraft type and registration: Piper PA-28-140 G-AVUS

No & Type of engines: 1 Lycoming 0-320-E2A piston engine

Year of Manufacture: 1967

Date and time (UTC): 8 September 1987 at 1500 hrs

Location: Glasgow Airport

Type of flight: Training

Persons on board: Crew — 1 Passengers — None

Injuries: Crew — None Passengers — N/A

Nature of damage: Substantial — bent nose gear fork, engine bearers and propeller

Commander's Licence: Student Pilot

Commander's Age: 42 years

Commander's Total Flying Experience: 18 hours (of which 16 were on type with 1 hour 25 minutes PIC)

Information Source: Aircraft Accident Report Form submitted by the pilot.
ATC Mandatory Occurrence Report (MOR) and AAIB telephone enquiries.

The aircraft was cleared to the holding point of runway 28 but taxied past it causing another aircraft on the approach to overshoot. Further clearance was given for the aircraft to line up on runway 23 and the pilot was told that although departure would be on runway 23, subsequent circuits would be based on runway 28.

Another aircraft (a DH6) was ready for take-off on runway 28 and was cleared for take-off, but clearance was withdrawn after the pilot of the DH6 queried the departing traffic on runway 23. This was G-AVUS having taken off without clearance.

The reported wind of 250°/14 kt was causing some turbulence and there were showers which partially obscured the pilot's vision. G-AVUS then made an approach to runway 28 and the initial touch-down was gentle on what the pilot assumed to have been the main wheels. He pushed forward on the control column and the aircraft ballooned and then landed heavily. After taxiing back to the ramp and shutting down the damage was found. Diagonal upper torso restraint was being worn and held throughout.