

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Piper PA-38-112 Tomahawk, D-EIBR	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-235-L2A piston engine	
<b>Year of Manufacture:</b>	1981 (Serial no: 38-81A0117)	
<b>Date &amp; Time (UTC):</b>	3 November 2012 at 1630 hrs	
<b>Location:</b>	Dornoch Airfield, Scotland	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to nose landing gear, forward fuselage, cockpit, engine and propeller	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	51 years	
<b>Commander's Flying Experience:</b>	223 hours (of which 75 were on type) Last 90 days - 7 hours Last 28 days - 4 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The pilot was conducting a practice forced landing. Just before touchdown, the right wing lifted abruptly and the aircraft pitched forward and struck the ground. It yawed to the left and departed the runway before overturning on the adjacent grass.

**History of the flight**

The pilot took off from Inverness Airport and flew 20 nm north to Dornoch Airfield, with the intention of carrying out practice forced landings (PFL) there. The weather was fine, with a light surface wind.

Overhead Dornoch, there appeared to be negligible surface wind, so the pilot commenced a PFL to Runway 28. However, it became apparent that the

wind actually favoured the opposite runway, so he discontinued the PFL and flew a satisfactory PFL to Runway 10, using two stages of flap. The runway at Dornoch was grass, 775 m long.

The pilot took off again and climbed for a further PFL, with the windsock still indicating a light easterly wind which favoured Runway 10. The pilot described the second approach as being slightly lower than the first, so did not use flap. The aircraft arrived at the runway at 70 kt, which was allowed to reduce to 65 kt in the flare. The pilot described that the right wing then lifted abruptly. He attempted to level the wings and applied full power to go around, but the aircraft pitched violently nose down and yawed to the left. The aircraft had nearly

come to a stop on the long grass adjacent to the runway when it pitched slowly forward and turned over.

The pilot, who was uninjured, made the aircraft safe and released his harness without difficulty. However, he was initially unable to open either cabin door. Other persons

arrived on scene after a few minutes but they too were unable to open the doors (each door is secured by a latch, and both doors are also secured by a single latch in the cabin roof). Eventually, the pilot was able to release the roof latch and open a door.