

AAIB Bulletin No: 9/93

Ref: EW/G93/07/31

Category: 1c

Aircraft Type and Registration:	Piper PA-38-112 Tomahawk, G-BGRN	
No & Type of Engines:	1 Lycoming O-235-L2C piston engine	
Year of Manufacture:	1979	
Date & Time (UTC):	22 July 1993 at 1136 hrs	
Location:	Goodwood airfield, West Sussex	
Type of Flight:	Private (Training)	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Substantial to nose landing gear and minor to propeller tips	
Commander's Licence:	Student Pilot	
Commander's Age:	72 years	
Commander's Flying Experience:	47 hours (all on type) Last 90 days - 11 hours Last 28 days - 7 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The student pilot started his training in August 1991 and flew his first solo in January 1993 having completed 33 hours of dual instruction. On the day of the accident the instructor had rehearsed a standard rejoin and circuit with his student before sending him solo. The weather at the time was good with a surface wind of 220°/10 kt.

After completing his briefed local flying exercise the pilot rejoined the Goodwood circuit to land on Runway 24. The pilot reported that although initially he was high, by short finals he was well placed and crossed the threshold at the correct height and at a speed of 70 kt. He misjudged the roundout however, and landed heavily bouncing onto the nosewheel. He immediately elected to carry out a go-around for a further circuit. On the second approach he made no attempt to land and carried out a further go-around. Crash crews, who witnessed the second approach, reported that the nose leg appeared to be bent slightly rearwards. On the third approach the pilot received assistance on the radio from the instructor positioned in the tower. This landing was successful but, as the aircraft cleared the runway at slow speed, the nose leg collapsed allowing the propeller to contact the ground. The pilot, who was wearing a full harness, vacated the aircraft through the normal exit without injury.