

No: 10/87

Ref: 1c

Aircraft type and registration:	Piper PA28 Cherokee G-AZEG	Piper PA28 Cherokee G-BFWK
No & Type of engines:	1 Lycoming 0-320-E2A piston engine	1 Lycoming 0-320-D3G piston engine
Year of Manufacture:	1971	1973
Date and time (UTC):	10 August 1987 at 1105 hrs	
Location:	1½ NM East of Newtownards Airport, Northern Ireland	
Type of flight:	Training	Training
Persons on board:	Crew — 1 : 1	Passengers — None : None
Injuries:	Crew — None : None	Passengers — N/A : N/A
Nature of damage:		
Commander's Licence:	Student Pilot's Licence	Student Pilot's Licence
Commander's Age:	44 years	27 years
Commander's Total Flying Experience:	58 hours (all of which were on type)	42 hours (all of which were on type)
Information Source:	Aircraft Accident Report Forms submitted by both pilots.	

Both aircraft were engaged in cross-country training exercises. G-AZEG(EG) was departing from Newtownards airfield and G-BFWK(WK) arriving there from Aldergrove airport. Runway 22 was in use, and the visibility was in excess of 10 km with no relevant cloud.

EG had been cleared for departure and was climbing in the circuit pattern to 2000 feet. At a point on the downwind leg, stated by the pilot to be "beyond and parallel to the threshold of runway 22 at approximately 1500 feet", the propeller and windscreen of the aircraft were struck by another aircraft passing from right to left. The pilot transmitted a Mayday call and carried out a normal landing back at Newtownards.

WK had approached Newtownards from the west and, although cleared by ATC to join a left hand circuit for runway 22, overflew the signals square to observe the windsock. It was then the intention of the pilot to turn left and cross the threshold of runway 22 at 2000 feet, before descending on the "dead side" to circuit height. The aircraft was therefore in level flight, and stated by the pilot to be at that height, to the east of the threshold of runway 22 when an impact was felt. No other aircraft was visible but a Mayday call from another aircraft was heard. The pilot then also transmitted a Mayday call and attempted to land on runway 22. The aircraft was too high on the approach and, as the flap lever had jammed as a result of the impact, the aircraft was manoeuvred so as to land on runway 16. This was achieved without further event.

It has not been possible to resolve the difference of opinion as to the height at which the impact occurred.