
ACCIDENT

Aircraft Type and Registration:	Piper PA-38-112 Tomahawk, G-BLWP	
No & Type of Engines:	1 Lycoming O-235-L2C piston engine	
Year of Manufacture:	1978	
Date & Time (UTC):	11 October 2007 at 1013 hrs	
Location:	Hawarden Airfield, near Chester	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Nosewheel collapsed, damage to propeller and engine	
Commander's Licence:	Commercial Pilot's Licence	
Commander's Age:	30 years	
Commander's Flying Experience:	887 hours (of which 467 were on type) Last 90 days - 50 hours Last 28 days - 21 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The student pilot mis-judged the landing flare. The aircraft 'ballooned' and landed heavily before the instructor could take control, resulting in a collapse of the nose undercarriage leg.

The majority of his flying had been done at a previous flying school, having moved to the school concerned in late 2006.

Accident details

The aircraft was engaged on a circuit training detail, flying from Runway 04 at Hawarden with an instructor and his student on board. The 76 year old student pilot, who was handling the aircraft when the accident occurred, had in excess of 70 hours flying and had last flown 10 days before the accident flight. Although judged to be capable of a good standard of handling, his performance was considered to be somewhat inconsistent, and he had yet to fly the aircraft solo.

The weather conditions were suitable for the exercise, with a light and variable surface wind. The approach to the runway was stable, and the instructor noted that the aircraft was only very slightly fast as it crossed the threshold. As the student pilot flared the aircraft for landing, it 'ballooned'. This had also happened on the previous landing and, as the student pilot had corrected that situation with use of power, the instructor did not immediately take control. However, the student did not take the correct action on this occasion, and the aircraft landed heavily before the instructor could intervene.

After a very short landing roll, the nose undercarriage leg failed. The instructor shut the engine down, but not before the propeller had struck the runway, causing further damage to the propeller, engine and cowlings.

The aircraft came to rest upright on the runway, and the two occupants vacated by the left and right doors. They had been wearing lap straps with diagonal shoulder harnesses, and were uninjured.