

No: 8/92

Ref: EW/G92/05/29

Category: 1c

Aircraft Type and Registration: Piper PA-38-112 Tomahawk, G-BOHT

No & Type of Engines: 1 Lycoming O-235-L2C piston engine

Year of Manufacture: 1979

Date & Time (UTC): 31 May 1992 at 1724 hrs

Location: RAF Manston, Kent

Type of Flight: Private (Training)

Persons on Board: Crew - 2 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Engine mounting tubes bent and rudder distorted.

Commander's Licence: Basic Commercial Pilots's Licence with Instructor rating

Commander's Age: 37 years

Commander's Flying Experience: 288 hours (of which 78 were on type)
Last 90 days - 38 hours
Last 28 days - 16 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

During a pre-solo circuit detail, the student made what the instructor describes as a normal landing and then lowered the nose wheel onto the runway in preparation for a rolling take-off. The student then remarked that he was having difficulty maintaining the runway centreline and the instructor took control. However, when the instructor applied power for the take-off, he also experienced steering problems and, whilst abandoning the take-off, the nose of the aircraft pitched down to an attitude lower than its normal one. The instructor therefore applied full up-elevator and brought the aircraft to a stop on the runway.

This aircraft had a history of nose wheel shimmy, which had never been cured to the satisfaction of the pilots. Whether or not this was germane to the accident is not known, but a subsequent engineering investigation revealed that the engine mounting tubes had been bent and cracked by a heavy landing, not necessarily the last one, which allowed the nose leg to cant rearwards and caused the steering wires to buckle the rudder.