

Piper PA-38-112, G-BNGR

AAIB Bulletin No:	Ref: EW/G2001/08/20	Category: 1.3
Aircraft Type and Registration:	Piper PA-38-112, G-BNGR	
No & Type of Engines:	1 Lycoming O-235-L2C piston engine	
Year of Manufacture:	1979	
Date & Time (UTC):	27 August 2001 at 1432 hrs	
Location:	Gamston Airfield	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Nose landing gear, propeller and engine	
Commander's Licence:	Student pilot	
Commander's Age:	45 years	
Commander's Flying Experience:	64 hours (all on type)	
	Last 90 days - 10 hours	
	Last 28 days - 2 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The student pilot was carrying out a flight from Teeside Airport to Gamston Airport as part of a solo qualifying cross country flight. The weather conditions for the flight were good and the surface wind at Gamston was 350°/10 kt. On arrival in the Gamston area the pilot was advised that Runway 03 was in use with a right hand circuit.

The aircraft was positioned on the downwind leg at 1,000 feet agl before turning onto base leg. A descent was started on base leg with 21° of flap selected. Turning onto the final approach the pilot realised the aircraft was too high and further reduced power. The aircraft touched down on the main wheels about half way along the runway and bounced. The pilot continued to try to land the aircraft which resulted in 3 or 4 further bounces after which the nose landing gear collapsed. The aircraft came to rest at the right side of the runway.

The pilot's subsequent analysis was that the turn from downwind to base leg had been made too early leading to the aircraft being higher and closer in than was usual. The corrective actions taken had then left the aircraft in a steep descent with low power which led to a bounce during the attempted flare.