

ACCIDENT

Aircraft Type and Registration:	Piper PA-38-112 Tomahawk, G-BWNU	
No & Type of Engines:	1 Lycoming O-235-L2C piston engine	
Year of Manufacture:	1978 (Serial no: 38-78A0334)	
Date & Time (UTC):	29 August 2015 at 1330 hrs	
Location:	Cotswold Airport, Gloucestershire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to the left flap	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	68 years	
Commander's Flying Experience:	298 hours (of which 53 were on type) Last 90 days - 2 hours Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot was carrying out touch-and-go circuits to Runway 26, which has an asphalt surface and runway lighting. The weather was good, with a light wind varying between 250° and 270° at about 4 kt. Visibility was in excess of 10 km and there were scattered clouds at 4,000 ft. The pilot had flown two normal powered circuits, touching down on the runway threshold markings and, on the third circuit, decided to carry out a glide approach to the same touchdown point. At the end of the downwind leg, at a height of about 1,000 ft, he closed the throttle and established the glide. The airspeed was then reduced to 70 kt and a continuous turn approach was flown. The first stage of flap was selected on final approach and, once satisfied he would achieve his aiming point, the pilot selected the second and final stage of flap. The sink rate increased and he applied power but during the touchdown the left landing gear wheel struck a threshold runway light. After landing, the pilot found the left flap damaged by glass debris. He considered that an earlier application of power would have prevented the incident.

BULLETIN CORRECTION

A correction was issued to this report in the May Bulletin. Lines 6 - 9 of the report have been amended, the original wording is stated below:

At the end of the downwind leg, at a height of about 1,000 ft, he closed the throttle, established the glide and selected the first stage of flap. The airspeed was reduced to 70 kt and the second stage of flap was selected while a continuous turn approach was flown. When the pilot was satisfied he would achieve his aiming point, he selected the third and final stage of flap.