DHC-2 MKIII Turbo Beaver, OY-JRR

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INCIDENT

Aircraft Type and Registration:	DHC-2 MKIII Turbo Beaver, OY-JRR
No & Type of Engines:	1 Pratt & Whitney PT6A-34 turboprop engine
Year of Manufacture:	1966
Date & Time (UTC):	31 March 2000 at 0950 hrs
Location:	White Waltham Aerodrome, Berkshire
Type of Flight:	Private
Persons on Board:	Crew 1 - Passengers - 1
Injuries:	Crew None - Passengers - None
Nature of Damage:	Propeller blades bent and engine removed for check
Commander's Licence:	Commercial Pilots Licence with Instrument Rating
Commander's Age:	36 years
Commander's Flying Experience:	1,772 hours (of which 111 were on type) Last 90 days - 82 hours Last 28 days - 37 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot and telephone enquiries by the AAIB

Thepilot was ferrying the aircraft from Headcorn Airfield to Hinton-In-The-HedgesAirfield with an intermediate stop at White Waltham Aerodrome. As he approached White Waltham, he noted fromthe windsock that the wind was variable at less than 5 kt; there was nosignificant weather and the visibility was 5 km in haze. Runway 29 was in use with right handcircuits.

Therewere three other aircraft in the circuit and the pilot joined through the'deadside' with the other aircraft in view. His circuit was normal and he considered that his final approach wasstabilised. Over the threshold, thepilot retarded the throttle and attempted to flare at an estimated height of 6feet but, even with full aft controls, the aircraft landed heavily; initialcontact was on the mainwheels followed by the tailwheel. OY-JRR bounced and the resulting nose downpitching attitude caused the propeller tips to contact the ground on thesubsequent landing.

Afterthe incident, the pilot reviewed his actions to try and determine thecause. He was confident that histhreshold speed was correct and that his approach was normal. He also considered the possibility ofturbulence from a preceding aircraft but was confident that he was well spacedduring the approach. However, theaircraft C of G was near the forward limit and this would have contributed tothe nose down pitch after the bounce. There was also the possibility that there may have been a slight tailwindcomponent on landing. He also commentedthat he did not attempt to

cushion his landing, as he would have done with apiston engine aircraft, because of the known 'spool up' time of a turbinepowered aircraft.