

**AAIB Bulletin No:** 10/94

**Ref:** EW/G94/08/15

**Category:** 1.3

**Aircraft Type and Registration:** Morane Saulnier MS.885 Super Rallye, G-BETO

**No & Type of Engines:** 1 Continental O-300-A piston engine

**Year of Manufacture:** 1962

**Date & Time (UTC):** 21 August 1994 at 1215 hrs

**Location:** Draycott Farm, Swindon

**Type of Flight:** Private

**Persons on Board:** Crew - 2                      Passengers - None

**Injuries:** Crew - None                      Passengers - N/A

**Nature of Damage:** Substantial to nose landing gear, propeller and forward bulkhead

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 51 years

**Commander's Flying Experience:** 112 hours (of which 3 were on type)  
Last 90 days - 12 hours  
Last 28 days - 3 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The aircraft was returning to Draycott Farm Airstrip from Old Sarum Airfield with two qualified pilots on board. The less experienced pilot, flying the aircraft as P1 only for the second time, was being shown the local land marks by the other pilot as they joined overhead the airstrip for a left-hand circuit to land on grass Runway 36. The pilot reported that the approach was normal but the aircraft crossed the threshold slightly high at a speed of 60 kt. After a normal touchdown the pilot believed that the aircraft was firmly on the ground however, the aircraft sank and bounced becoming airborne again. On the subsequent touchdown the nose landing gear collapsed and the aircraft slid approximately 150 feet before coming to rest. Both pilots, who were wearing a full harness, vacated the aircraft without injury.

The grass runway at Draycott Farm has raised thresholds and a noticeable dip in the centre. The pilot reported that on his two previous landings he had touched down close to the threshold where the surface is relatively flat. On this occasion he had landed deeper into the runway and, confused by the visual cues and down sloping surface, misinterpreted the aircraft's height above the ground. Believing the aircraft to have landed he relaxed his concentration and stopped 'flying the aircraft'. The subsequent bounce caught him by surprise.