

Pierre Robin R2160, G-BWZG

AAIB Bulletin No: 11/98 **Ref:** EW/G98/08/27 **Category:** 1.3

Aircraft Type and Registration: Pierre Robin R2160, G-BWZG

No & Type of Engines: 1 Lycoming O-320-D2A piston engine

Year of Manufacture: 1997

Date & Time (UTC): 17 August 1998 at 1327 hrs

Location: West Freugh, Scotland

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - 1

Injuries: Crew - None - Passengers - None

Nature of Damage: Substantial to left wingtip

Commander's Licence: Private Pilot's Licence with IMC and Night Rating

Commander's Age: 37 years

Commander's Flying Experience: 206 hours (of which 8 were on type)
Last 90 days - 34 hours
Last 28 days - 5 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot was enroute Islay to Sherburn-in-Elmet. However, because the weather at Sherburn was forecast to be marginal, he decided to land at West Freugh to take on more fuel. The wind at West Freugh was forecast to be 290°/16 gusting 28 kt and the active runway was 24. The pilot made a standard approach with full flap and experienced 10° of drift on finals. The drift was fairly constant and because the pilot had landed successfully at Islay in similar conditions, he did not anticipate any problems. As the aircraft approached the runway, the pilot decided to extend the flare in order to land beyond the arrester wires that were rigged across the runway. While in the flare, the pilot experienced a strong gust of wind. He corrected with rudder but the aircraft swung strongly in the opposite direction. By this time the aircraft was on the runway and had developed a strong 'fishtailing' motion which the pilot was unable to stop. He realised that he was making the situation worse by over controlling and allowed the aircraft to roll onto the grass at the side of the runway in the hope that this would damp out the oscillations. He began to regain directional control and allowed the aircraft to continue back towards the runway. At this point he became aware of a

runway distance marker board which he was unable to avoid. Having hit the board with its left wingtip, the aircraft continued to roll back onto the runway where it stopped.

The pilot considered that the cause of the accident was his decision to extend the flare in potentially gusting wind conditions and thought that a more prudent approach would have been to land with approach flap at a higher than normal speed. He considered that his inexperience on type was also a factor.