

Slingsby T61F Venture T Mk 2, G-BSWL

AAIB Bulletin No: 7/2004	Ref: EW/G2004/05/04	Category: 1.3
Aircraft Type and Registration:	Slingsby T61F Venture T Mk 2, G-BSWL	
No & Type of Engines:	1 Rollason RS Mk 2 piston engine	
Year of Manufacture:	1980	
Date & Time (UTC):	7 May 2004 at 1316	
Location:	Talgarth Airfield, Powys, Wales	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	4 inch crack in 'D' box of the leading edge of the port wing	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	71 years	
Commander's Flying Experience:	5,939hours (of which 87 were on type)	
	Last 90 days - 34 hours	
	Last 28 days - 24 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

History of the flight

It was the first flight the pilot had undertaken in the Venture since joining the syndicate and his first in that type for some 20 years. He was a very experienced pilot with a good level of currency on light aircraft. He had decided to carry out a circuit with a low approach and go-around followed by a second circuit to land. The weather was good with a surface wind of 340°/10 kt and Runway 27 was in use which had a grass surface.

Following the first circuit the pilot made his approach and just before touchdown he carried out the planned go-around, climbing back into the circuit. He made his second approach, which he considered was slightly high and fast at 55 kt over the threshold, touching down approximately 150 metres along the runway. He applied the brakes which did not appear to have much effect and realising that with about 150 metres remaining, there was insufficient stopping distance, he attempted to ground loop the aircraft. An electric fence had been erected to contain grazing sheep and the leading edge of the port wing struck one of the supporting posts as the aircraft was coming to a stop.

Conclusion

Following a discussion between the pilot and the club CFI, it was considered that the landings may have been better attempted on Runway 23 despite the crosswind, since this permitted a touch down point much closer to the site boundary and a longer up-slope for deceleration.