

No: 7/92

Ref: EW/G92/05/30

Category: 1c

**Aircraft Type and Registration:** Rockwell Commander 114, G-BFKD

**No & Type of Engines:** 1 Lycoming IO-540-T4B5D piston engine

**Year of Manufacture:** 1978

**Date & Time (UTC):** 29 May 1992 at 1515 hrs

**Location:** Oaksey Park Airfield, Wiltshire

**Type of Flight:** Private

**Persons on Board:** Crew - 1 Passengers - 1

**Injuries:** Crew - None Passengers - None

**Nature of Damage:** Damage to right wing; nose landing gear bent and right main landing gear detached.

**Commander's Licence:** Private Pilot's Licence with IMC rating

**Commander's Age:** 46 years

**Commander's Flying Experience:** 1,000 hours (of which 400 were on type)  
Last 90 days - 13 hours  
Last 28 days - 6 hours

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

The 800 metre mown grass runway was designated 24; the surface, although in good condition, was very wet, having been subjected to several hours rain. The surface wind was generally light and variable, but was reported to have been northerly at 5 kt at the time of the accident.

The aircraft joined the circuit at 1,000 ft in the downwind position; the landing checks were carried out and the airspeed was 120 kt. The approach path was normal and the speed was reduced to 90 kt; this had reduced to about 85 kt in the landing flare. The aircraft floated and eventually touched down about 250 metres along the runway. The pilot found that braking was ineffective and the aircraft did not slow at the expected rate; the circumstances were such that he considered that it would be imprudent to attempt to go around. He tried to steer the aircraft off the runway but this was also ineffective and it struck a 6 ft bank and came to rest to the left of the runway end. The occupants were wearing lap and diagonal harnesses and escaped without injury.

The pilot attributed the accident to the fact that the normally free draining runway surface was very wet because of the prolonged and heavy rain. He noted that his airspeed during the latter stages of the

approach was about 10 kt higher than ideal but he had been unable to reduce it in the prevailing light wind conditions.

Guidance on the landing performance of light aircraft is given in the CAA Aeronautical Information Circular 90/1990; the normal landing distance of an aircraft would, typically, be increased by 30%, on a runway the surface of which was short, wet grass.