

Aircraft Type and Registration: Avions Pierre Robin DR400, G-BAZC

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

Year of Manufacture: 1973

Date and Time (UTC): 21 May 1988 at 1203 hrs

Location: Huddersfield (Crosland Moor) Airport, West Yorkshire

Type of Flight: Private (pleasure)

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Aircraft destroyed

Commander's Licence: Private Pilot's Licence

Commander's Age: 51 years

Commander's Total Flying Experience: 254 hours (of which 140 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

Runway 07 at Crosland airfield is 890m long, of which the first 250m are grass and the remainder tarmac. The 25 threshold end of the runway has a significant but unpublished down slope. The wind conditions, reported by the pilot were variable at 5kt or less the temperature 65°F.

The aircraft was half way across the base leg of a circuit to land on runway 07, when Huddersfield Radio requested that the pilot should "make a short landing on the grass before the tarmac".

The pilot has since stated that he interpreted this as a request to expedite the landing, because of considerable microlight activity at the airfield, and he therefore turned on to the final approach rather higher and at a greater speed than was his custom. At the completion of this turn, the flaps were fully down and the engine power was off, but, nevertheless, the threshold speed was high and the aircraft floated for about 200m before touchdown.

After touchdown, as the aircraft began to descend the slope at the end of the runway, it became apparent to the pilot that he was not going to be able to stop in the 200m of runway remaining and so he applied full power, in an attempt to go-around. Although the aircraft achieved sufficient speed to overfly one stone wall and avoid a deep quarry beyond the end of the runway, there was almost no control response and the pilot was unable to prevent the aircraft swinging to the right and dropping into a field. The right wing struck the next stone wall and the aircraft flipped over onto its back.

Both occupants had been wearing full upper-torso restraint harnesses, which withstood the impact and, after some minutes, they left the aircraft via the broken canopy on the passenger side. There was no fire.