

# Slingsby T61A (SLMG), G-AYZW

## AAIB Bulletin No: Ref: EW/G97/03/15 Category:1.3

<b>Aircraft Type and Registration:</b>	Slingsby T61A (SLMG), G-AYZW
<b>No &amp; Type of Engines:</b>	1 Stark-Stamo MS 1500/1 piston engine
<b>Year of Manufacture:</b>	1971
<b>Date &amp; Time (UTC):</b>	16 March 1997 at 1215 hrs
<b>Location:</b>	Portmoak Airfield, Kinross, Scotland
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 1 - Passenger - 1
<b>Injuries:</b>	Crew - None - Passenger - Serious
<b>Nature of Damage:</b>	Damage to wheel, tyre and propeller
<b>Commander's Licence:</b>	Private Pilot's Licence
<b>Commander's Age:</b>	65 years
<b>Commander's Flying Experience:</b>	3,065 hours (of which 380 were on type) Last 90 days -28 hours Last 28 days - 7 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

The aircraft was being flown on a post 'annual check' air test to check its rate of climb at MTOW. After climbing to 1,100 feet the engine was allowed to cool and was shut down. The aircraft was positioned for a glide approach to land on the grass field in a westerly direction with 365 metres of landing run available. The weather at the time was fine with good visibility, overcast cloud at 1,500 feet and a surface wind of 270°/15 to 25 kt.

The pilot, who had been operating into the airstrip for some forty years and was familiar with the local conditions, reported that he did not have to make any large corrections for drift on the base leg. He had kept some height 'in hand' in case the aircraft encountered turbulence on finals. The pilot aimed to touchdown some 70 metres into the field and, as the aircraft crossed the road adjacent to the landing strip, the ASI indicated 60 kt. The rate of descent increased markedly just short of the threshold. The pilot selected the spoilers 'in' but was not able to prevent the aircraft landing heavily on cleared ground some 10 metres short of the threshold. After a 2 metre ground roll it

became airborne again landing a second time 60 metres later. At the end of the ground roll one of the propeller blades detached as it made contact with the ground.

The pilot reported that, although he was very familiar with the local weather conditions at the airstrip, he had underestimated the severity of the wind gradient and turbulence.