

AAIB Bulletin No: 6/93

Ref: EW/G93/03/17

Category: 1c

Aircraft Type and Registration: Grob G115, G-TAYI

No & Type of Engines: 1 Lycoming O-235-H2C piston engine

Year of Manufacture: 1987

Date & Time (UTC): 25 March 1993 at 1620 hrs

Location: Glenforsa Airfield, Hebrides

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Damage to propeller and wing leading edge

Commander's Licence: Private Pilot's licence

Commander's Age: 48 years

Commander's Flying Experience: 171 hours (of which 56 were on type)
Last 90 days - 2 hours
Last 28 days - 2 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

After an uneventful flight lasting 1 hour and 20 minutes, the aircraft arrived overhead Glenforsa airfield. The weather at the time was CAVOK with a surface wind of 080°/5-10 kt. As he had not been able to contact the airfield prior to departure to obtain details on the airfield conditions, the pilot carried out two low level circuits overflying Runway 07 at a height of 100 feet in order to assess the condition of the grass surface. The pilot reported that he then carried out a normal full flap approach to Runway 07, touching down smoothly slightly to the north of the centreline, at approximately 55 kt. On landing the aircraft immediately veered to the left. Right differential brake was applied in order to counteract the swing but it did not prevent the aircraft from colliding, at a speed of 10 kt, with a chain link fence on the airfield's northern boundary. The pilot, who was wearing a full harness, vacated the aircraft without injury.

The pilot considered that directional control on landing was affected by the wet grass, soft surface and the transverse slope of the runway.

The entry on Glenforsa airfield in Pooley's Flight Guide states that only the south side of the runway should be used due to poor drainage.