

DHC-2 Turbo-Beaver, OY-JRR

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Category: 1.1

Aircraft Type and Registration: DHC-2 Turbo-Beaver, OY-JRR

No & Type of Engines: 1 Pratt & Whitney PT6A-34 turboprop engine

Year of Manufacture: 1966

Date & Time (UTC): 3 March 2001 at 1625 hrs

Location: Lashenden (Headcorn) Airfield, Kent

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Bent propeller and shock-loaded engine

Commander's Licence: Private Pilots Licence

Commander's Age: 35 years

Commander's Flying Experience: 587 hours (of which 40 were on type)

Last 90 days - 43 hours

Last 28 days - 17 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

Lashenden has two grass runways: 11/29 which is 769 metres long and 04/22 which is 549 metres long. Both runways are 30 metres wide but Runway 04/22 is unlicensed. The airfield elevation is 72 feet amsl. On the day of the accident the surface wind was between 060° and 090° at 13 kt with gusts to 18 kt.

Having completed a parachute drop, the pilot checked the wind direction by observing the airfield windsock and he decided to land on Runway 04. After landing normally, he slowed the aircraft

before turning left and taxiing onto the grass manoeuvring area. Almost immediately the main wheels sank into soft ground. The sudden retardation pivoted the aircraft about its main wheels and the tail lifted. The propeller tips struck the ground before the aircraft settled back onto its tail wheel so the pilot shut down the engine and vacated the aircraft which was later recovered to the hangar by the airfield fire crew.

The Pooleys Guide page for Lashenden dated 1 Dec 00 states "*Caution: Taxi with care at all times due to undulating ground in some parts of the taxiway.*" The Bottlang Manual page for Lashenden dated 11 Feb 00 contained a more detailed cautionary warning. It stated: "*Taxiing to the S of RWY only. No marked TWY and condition of manoeuvring area is poor. Pilots are cautioned to taxi with care at all times*". The Bottlang reference to RWY relates to Runway 11/29 which is the licensed runway and the pilot of OY-JRR had attempted to taxi onto the manoeuvring area to the north of this runway. Winter and early Spring in Kent had been unusually wet and the River Beult, which runs beside the northern boundary of the airfield, had flooded this part of the airfield during the winter.

Candidly the pilot stated in his submission to AAIB that, having not used Runway 04 earlier that day, he should have walked both the runway and the taxiway to check the condition of the ground before using those areas.