

# Fournier RF3, G-BNHT, 11 January 1998

## AAIB Bulletin No: 4/98 Ref: EW/98/01/08 Category: 1.3

<b>Aircraft Type and Registration:</b>	Fournier RF3, G-BNHT
<b>No &amp; Type of Engines:</b>	1 Rectimo 4AR-1200 piston engine
<b>Year of Manufacture:</b>	1965
<b>Date &amp; Time (UTC):</b>	11 January 1998 at 1400 hrs
<b>Location:</b>	Peterborough (Sibson) Airport, Cambridgeshire
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 1 - Passengers - None
<b>Injuries:</b>	Crew - None - Passengers - N/A
<b>Nature of Damage:</b>	Minor damage to propeller tips
<b>Commander's Licence:</b>	Private Pilot's Licence
<b>Commander's Age:</b>	21 years
<b>Commander's Flying Experience:</b>	91 hours (of which 14 were on type) Last 90 days - 10 hours Last 28 days - 3 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

The aircraft was en route from Saltby, Lincolnshire, to LittleGransden, Cambridgeshire, when the pilot encountered deteriorating weather. The reducing cloud base became overcast at 1,500 feet, below which the visibility was estimated to be 15 km and the surface wind was 220\_/10 kt. The pilot decided to land at the nearest airfield which was Sibson, 5 nm south west of Peterborough. The aircraft was not equipped with a radio and the pilot was aware that parachuting took place at this airfield. He therefore concentrated on flying a tight circuit to ensure that ATC were aware of his intentions whilst maintaining a thorough lookout for other aircraft. The pilot omitted to lower the landing gear and a wheels up landing was made on Runway 25. There was minimal damage to the aircraft which came to rest on the runway after a short landing run, the pilot was uninjured.

Once the aircraft had been repaired the landing gear warning test switch produced the correct visual and aural indications whilst on the ground but on the subsequent ferry flight these indications were inoperative in the approach configuration.

