

# Socata TB9, G-BJUG, 16 September 1996

## AAIB Bulletin No: 11/96 Ref: EW/G96/09/13 Category: 1.3

<b>Aircraft Type and Registration:</b>	Socata TB9, G-BJUG
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-D2A piston engine
<b>Year of Manufacture:</b>	1981
<b>Date &amp; Time (UTC):</b>	16 September 1996 at 0820 hrs
<b>Location:</b>	Oaksey Park Airfield, Cirencester
<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>	Damage to both wing leading edges and to undercarriage fairings. Rupture of right hand fuel tank
<b>Commander's Licence:</b>	Private Pilot's Licence with IMC and Night Ratings
<b>Commander's Age:</b>	51 years
<b>Commander's Flying Experience:</b>	266 hours (of which 30 were on type) Last 90 days - 6 hours Last 28 days - 3 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

At the conclusion of a flight from Biggin Hill, the aircraft was cleared to join overhead the airfield for a left hand circuit on Runway 22. When on the base leg, the pilot, who had not been to this airfield before, considered that the aircraft was relatively high and selected full flap early to compensate. He then closed the throttle and put the aircraft nose down while maintaining an airspeed of 80 kt in an effort to lose the excess height. Having been warned that a displaced threshold was in use, the pilot flared the aircraft as he passed the displaced threshold markers. At this stage he saw a yellow board ahead of him and to the right of the runway and became temporarily confused as to whether he had mistaken the threshold markers. He endeavoured therefore to stretch the flare to touch down beyond the yellow board. However at this point he realised that the yellow board was not associated with the displaced threshold and therefore changed his mind and attempted to put the aircraft on the runway.

The aircraft continued to float until it reached the mid-point of the runway before touching down. As the grass surface was damp, the brakes were relatively ineffective and the pilot, realising that he would be unable to stop before the boundary fence of the airfield, applied power to take off again. However, he then decided that this was also not possible in the distance remaining and closed the throttle. The aircraft went through the boundary fence and was prevented from hitting the hedge at the further edge of this second field by the pilot who turned the aircraft hard to the left and brought it to a standstill close to the airfield boundary fence.