

No: 7/91

Ref: EW/G91/04/10

Category: 1c

Aircraft Type and Registration: Beech A36, G-SNOB

No & Type of Engines: 1 Continental IO-520-BA piston engine

Year of Manufacture: 1976

Date & Time (UTC): 18 April 1991 at 1540 hrs

Location: Netherthorpe Airfield, Nottinghamshire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Left main landing gear collapsed - substantial damage to left wing

Commander's Licence: Private Pilot's Licence with IMC rating

Commander's Age: 37 years

Commander's Flying Experience: 620 hours (of which 360 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot and telephone inquiries by AAIB

The aircraft was on a planned flight from Retford (Gamston) to Coventry Airport. Prior to departure the pilot reports that he had obtained a weather forecast that indicated to him that conditions would be suitable for a VFR flight. The aircraft took off from Gamston at 1355 hrs but unfortunately as it approached Coventry the weather deteriorated to an extent that the pilot felt it unwise to continue, and he therefore turned towards Gamston. On approaching Gamston the pilot found that the weather there had also deteriorated, and the aircraft entered cloud where it rapidly started to accumulate ice.

The pilot established radio contact with the Finningley Lower Airspace Advisory Service (LARS) and requested descent and radar vectors to take him out of the weather. The Finningley controller offered radar vectors for an approach to Finningley aerodrome. He also advised the pilot of his position in relation to Netherthorpe aerodrome, which was the closest to him and asked if he wished to land there. The pilot, who reports that he was by then under considerable stress due to his icing problem, assumed from this question that the Netherthorpe runway was suitable for his aircraft and decided to land there. Having achieved visual contact with the aerodrome and being aware of the close proximity of further heavy showers of rain and hail, he elected to land the aircraft on the nearest available

runway, which was runway 24. The grass runway surface was wet and the aircraft failed to stop within the Landing Distance Available (LDA) which is 370 metres. It went through a low boundary hedge and into a ploughed field, where the left main landing gear collapsed. The left wing contacted the ground and the aircraft came to rest. Both occupants, who had been wearing diagonal upper torso restraint harness which held throughout the accident sequence, were able to vacate the aircraft without injury.

The weather conditions at the time were isolated heavy showers of rain and hail. The surface wind was from the north-east at 15 to 20 knots.