

AAIB Bulletin No: 11/93

Ref: EW/G93/08/45

Category: 1.3

Aircraft Type and Registration: Piper PA-44-180 Seminole, G-BRUI

No & Type of Engines: 2 Lycoming LO-360-E1A6D piston engines

Year of Manufacture: 1978

Date & Time (UTC): 21 August 1993 at 1717 hrs

Location: Humberside Airport, South Humberside

Type of Flight: Private

Persons on Board: Crew - 2 Passengers - 2

Injuries: Crew - None Passengers - None

Nature of Damage: Severe distortion of the fuselage between stations 73 and 156; upper surfaces of both wings buckled; bent left propeller and left engine shock loaded

Commander's Licence: Private Pilot's Licence with IMC and Night Ratings

Commander's Age: 45 years

Commander's Flying Experience: 412 hours (of which 146 were on type)
Last 90 days - 50 hours
Last 28 days - 19 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot was cleared to land from a visual approach in good weather conditions at an airfield familiar to him. To ensure separation from another light aircraft which was vacating the runway at the upwind end, the pilot decided to execute a short landing; he lowered full flap and adjusted engine power to 2,500 RPM and 18 inches of manifold pressure. Over the threshold he misjudged the aircraft's height and flared too early whilst, at the same time, closing both throttles. The aircraft sank heavily and after shutting down on the apron, damage to the wings and fuselage was noticed by the pilot. The damage was so extensive that the aircraft was beyond economic repair.