

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Robin DR400/500 President, G-VIRR	
<b>No &amp; Type of Engines:</b>	1 Lycoming IO-360-A1B6 piston engine	
<b>Year of Manufacture:</b>	2001 (Serial no: 31)	
<b>Date &amp; Time (UTC):</b>	15 October 2012 at 1145 hrs	
<b>Location:</b>	Runway 27, Jersey Airport	
<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>	Nose landing gear and propeller damaged	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	81 years	
<b>Commander's Flying Experience:</b>	3,245 hours (of which 3,235 were on type) Last 90 days - 17 hours Last 28 days - 0 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The aircraft was landing on Runway 27 with a crosswind component and bounced several times on touchdown. The final contact was very heavy and the nose landing gear collapsed. The pilot was at a loss to explain why this had happened on an aircraft with which he was very familiar.

**History of the flight**

The aircraft was returning to Jersey from a trip to Shobdon and had been receiving the Jersey ATIS, which contained information concerning a likely shower and a cloud base of 1,300 ft. As he approached the north coast of Jersey, the shower had arrived but the pilot had Runway 27 in view.

Changing frequency to Jersey Tower, he was cleared to approach and recalled receiving information that the wind was in the order of 240° at 18-20 kt. In view of this he decided to position for a slightly longer final approach than he would for calmer conditions – he estimated about 1½ miles. The pilot elected for a more power-on approach, which was his normal practice when there is a crosswind element, and employed the “crossed controls” method, which he had found to work best for this aircraft. He maintained a steady track on the runway heading and recalled receiving revised wind information from the tower a further two or three times, which he did not acknowledge. Applying just the first stage of flap, he touched down at a slightly higher speed than he would for calmer conditions but was not at all concerned and

expected a normal rollout. Unfortunately, the aircraft appeared to bounce about three times before dropping violently to the ground from a height of 10-20 ft, with the pilot feeling he had no control. He thinks the final impact was on all three landing gears and the nosewheel collapsed. After a ground slide, the aircraft came to rest and the pilot made a short radio transmission before he exited having switched off the electrics and fuel.

He is at a loss to explain what went wrong during what

he described as “a routine crosswind landing” in an aircraft he was extremely familiar with. He did not discount the possibility of a sudden gust of wind but has no recollection of that happening.