

No: 7/91

Ref: EW/G91/05/15

Category: 1c

Aircraft Type and Registration: Pierre Robin R1180T, G-ROBN

No & Type of Engines: 1 Lycoming O-360-A3AD piston engine

Year of Manufacture: 1978

Date & Time (UTC): 20 May 1991 at 1115 hrs

Location: Wycombe Air Park, Booker, Buckinghamshire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Distortion of the nose landing gear attaching mount and fixed leg; buckling of the forward face of bulkhead and front edge of the floor; possible engine bearer and rudder pedal bar damage.

Commander's Licence: Private Pilot's Licence

Commander's Age: 56 years

Commander's Flying Experience: 169 hours (of which 3 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot and subsequent enquiries.

Clearance was given to join right base for runway 25 grass. The base leg was flown at 80 kt with 20° flap. The speed was reduced to 70 kt on short final, but the flap was left at 20° because the pilot considered that, with a surface wind of 280°/10 kt, there was a significant crosswind and, on a previous occasion, he had experienced some turbulence with the wind from the north-west. After touchdown the aircraft rolled a short distance and passed over what appeared to the pilot to be a "hump in the runway". It became airborne again, but the pilot held the attitude and awaited the subsequent touchdown. This time the aircraft bounced higher. Again the pilot held the attitude, however, the next bounce seemed even higher and so he selected full power and initiated a go-around. The next approach was carried out at about 67 kt with 30° flap, but again the aircraft bounced after touchdown. On this occasion the go-around was initiated on the second bounce. The third approach was flown at 65 kt or less, with 30° flap and a normal landing ensued. The pilot, who was unaware that the aircraft had suffered any damage, taxied in and carried out a normal shut-down.

The Flight Manual for the type quoted an approach speed of 75 kt, with 20° flap, for crosswind or gusty conditions, however, no threshold speed was given. The recommended approach speed for a

normal landing, with 30° flap, was 70 kt and the threshold speed was 67 kt. The manufacturer could not supply a recommended threshold speed for 20° flap as no data was available. The threshold speed for landing with 30° flap was 111 km/hr (about 60 kt) at the accident weight of 910 kg.

No. & Type of Engines	Year of Manufacture	Date & Time (UTC)	Location	Type of Flight	Persons on Board	Information	Nature of Damage
1; Jeonbeom O-360-A2AD piston engine	2018	23 May 1991 at 1115 hrs	W. George Air Park, Booker, Buckinghamshire	Private	Crew - None Passengers - None	Crew - None Passengers - N/A	Part of the nose landing gear attaching mount and fixed leg hooking to the forward face of bulkhead and front edge of the front fuselage engine bearing and rubber pedal had frayed.
1; Jeonbeom O-360-A2AD piston engine	2018	23 May 1991 at 1115 hrs	W. George Air Park, Booker, Buckinghamshire	Private	Crew - None Passengers - None	Crew - None Passengers - N/A	Part of the nose landing gear attaching mount and fixed leg hooking to the forward face of bulkhead and front edge of the front fuselage engine bearing and rubber pedal had frayed.

The aircraft was given to join right base for runway 33 grass. The base leg was flown at 80 kt with 30° flap. The speed was reduced to 70 kt on short final, but the flap was left at 30° because the pilot was unable to raise it. A surface wind of 280-110 kt from the north-west was a significant crosswind and, on a previous occasion, the pilot had experienced some turbulence with the wind from the north-west. After touchdown, the aircraft rolled a short distance and passed over what appeared to the pilot to be a "hump" in the runway. It became airborne again, but the pilot held the attitude and swayed the subsequent touchdown. This time the aircraft bounced higher. Again the pilot held the attitude, however, the next bounce was even higher and he selected full power and initiated a go-around. The third approach was initiated on the second bounce. The third approach was flown at 65 kt on base with 30° flap and a normal landing ensued. The pilot, who was unaware that the aircraft had suffered any damage, tried to land on a normal run-down.

The flight Manual for the type quoted a approach speed of 75 kt with 30° flap, for crosswind or gusty conditions, however, no threshold speed was given. The recommended approach speed for a