

## **Extra 300 Series 037, J-YRNB, 11 June 1996**

**AAIB Bulletin No: 8/96 Ref: EW/G96/06/16 Category: 1.3**

**Aircraft Type and Registration:** Extra 300 Series 037, J-YRNB

**No & Type of Engines:** 1 AEIO-540-LIB5 piston engine

**Year of Manufacture:** 1992

**Date & Time (UTC):** 11 June 1996 at 1840 hrs

**Location:** Usk, South Wales

**Type of Flight:** Private

**Persons on Board:** Crew - 1 Passengers - 1

**Injuries:** Crew - None Passengers - None

**Nature of Damage:** Damage to propeller, engine cowling, landing gear fuselage, and shock loading to engine

**Commander's Licence:** Commercial Pilot's Licence

**Commander's Age:** 31 years

**Commander's Flying Experience:** 1,500 hours (of which 500 were on type)

Last 90 days - 80 hours

Last 28 days - 15 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The aircraft was part of a foreign aerobatic display team that had completed a display at RAF Cosford and was en-route to Biggin Hill in Kent. The forecast weather, obtained from Shawbury at 1550 hrs, gave broken cloud at 1,500 feet, overcast conditions at 2,500 feet with a surface wind of 210°/13 kt and visibility of 10 to 18 km. En-route the weather conditions deteriorated with the visibility reducing to 3 km in rain, the cloud base lowering to 500 feet and the surface wind increasing to 210°/20 kt. The leader therefore decided to divert the formation and land at the Usk, Gwent, home of the South Wales Gliding Club.

The pilot reported that the aircraft landed on the wet grass at the correct speed heading in a north easterly direction. As he applied the brakes the aircraft started to skid. He tried to turn from side to side to increase the ground roll but the aircraft did not respond to the application of rudder. The aircraft continued in a straight line eventually colliding with the airstrip boundary fence. The right

wing then hit a tree bring the aircraft to rest in the garden of an adjacent house. The pilot and passenger, who were wearing full harnesses, vacated the aircraft without injury.

The pilot assessed the contributory causes to the accident as being; the presence of high obstacles on final forcing a steeper than normal approach, too short a landing distance available, wet grass conditions making braking less effective and obstacles at the far end of the field preventing a go-around.