

No: 2/88

Ref: 1b

Aircraft type

and registration: Gulfstream American 840-690C G-RNCO

No & Type of engines: 2 Garrett Airesearch TPE 331-5-254K turbo-propeller engines

Year of Manufacture: 1980

Date and time (GMT): 5 November 1987 at 0925 hrs

Location: Bognor Regis aerodrome, West Sussex

Type of flight: Business executive

Persons on board: Crew — 2 Passengers — 4

Injuries: Crew — None Passengers — None

Nature of damage: Left main landing gear collapsed rearwards; resultant damage to left engine propeller, left wing tip and under side fuselage. Two main wheel tyres destroyed.

Commander's Licence: Airline Transport Pilot's Licence

Commander's Age: 34 years

Commander's Total Flying Experience: 4253 hours (of which 1426 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft was on an IFR flight from Hawarden to Bognor Regis aerodrome. The commander reports that an initial approach from the Midhurst VOR was made towards Bognor Regis aerodrome with the intention to position the aircraft for a visual circuit to land on Runway 05. However, as he descended to 1000 feet and turned cross wind, he realised that visibility from down wind would be poorer into sun, and decided to accept a small tail wind component for a landing on Runway 23. In order to lose height rapidly flight idle power was selected together with landing gear DOWN and full flap. As the speed decayed to normal approach (95 knots) the commander sensed a tendency of the aircraft to roll and dive to the left, and states that full aileron deflection and rudder were required to turn the aircraft to the right to line up on short finals to Runway 23. When he re-applied power to reduce the high rate of descent and prepare for a possible 'go around' the aircraft yawed and then rolled to the right towards a built up area. As the commander considered that any further power increase might result in an irrecoverable loss of control, he decided that landing was the safest option. He closed the throttles and the aircraft touched down, at a high angle of attack, right main wheel first on the grass undershoot area about 6 metres short of the asphalt runway. As the left main wheel touched down it struck the runway lip, and the left main landing gear collapsed rearwards and the left engine propeller contacted the hard runway surface. The commander used right main wheel braking and managed to bring the aircraft to a halt on the left side of the runway approximately 250 metres from the threshold. All occupants vacated the aircraft without injury.

Weather conditions at the time were haze, with a visibility of 3 kilometres and a surface wind reported as 090—100/10 knots.