

AAIB Bulletin No: 2/96

Ref: EW/G95/12/01

Category: 1.3

Aircraft Type and Registration: Pierre Robin HR200/100 Club, G-BCCY

No & Type of Engines: 1 Lycoming O-235-H2C piston engine

Year of Manufacture: 1974

Date & Time (UTC): 8 December 1995 at 1025 hrs

Location: High Littleton, Bristol

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Substantial damage to both wings and their control surfaces; left mainspar broken; nosewheel suspension, propeller and spinner also damaged

Commander's Licence: Private Pilot's Licence

Commander's Age: 48 years

Commander's Flying Experience: 305 hours (of which 48 were on type)
Last 90 days - 11 hours
Last 28 days - 3 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

Flying from Bristol to a private airfield at High Littleton, the pilot elected to land on Runway 08, which is 600 metres long and 35 metres wide. About 100 metres from the end, the runway bends 10° to the right, at which point a hedge borders the left edge of the runway and a taxiway leads off the right side. The grass surface was damp and the wind was steady and estimated by the pilot to be from between 100° and 110° at 10 to 15 kt.

There was little drift on the final approach and it was flown at a constant speed of 65 kt, with half flap. The speed was about 60 kt at the threshold and the touchdown was made about 75 metres into the runway, on the left side, heading diagonally towards the taxiway intersection. Before the nosewheel was firmly on the ground, the aircraft swung to the left. The pilot retracted the flaps and then, with the nosewheel firmly on the ground, applied full right rudder and aileron. The aircraft continued to the left, so he initiated a go-around but, seeing the trees and hedge ahead, he closed the throttle again and attempted to correct the swing with aileron, rudder and right brake. This was still ineffective and the aircraft struck the hedge with the left wing and spun round to face back up the runway.

The pilot suggests the possibility that an inadvertent application of left brake, whilst applying right rudder, might have contributed to the ineffectiveness of the corrective controls applied.