

Acroport 2, G-BKCV

AAIB Bulletin No: 7/98 **Ref:** EW/G98/01/20 **Category:** 1.3

Aircraft Type and Registration: Acroport 2, G-BKCV

No & Type of Engines: 1 Lycoming O-360-A4A piston engine

Year of Manufacture: 1990

Date & Time (UTC): 17 January 1998 at 1630 hrs

Location: Baxterley Airfield, Warwicks

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - 1

Injuries: Crew - None - Passengers - None

Nature of Damage: Damage to undercarriage struts, fuselage skin and propeller

Commander's Licence: Private Pilot's Licence

Commander's Age: 39 years

Commander's Flying Experience: 212 hours (of which 60 were on type)
Last 90 days - 7 hours
Last 28 days - 2 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot had flown from Hinton-in-the-Hedges Airfield to the airfield at Baxterley, which is 8 nm north east of Birmingham Airport. The pilot was familiar with this airfield which he used as a base for the aircraft and from which he had departed earlier during the day. On arrival at Baxterley the surface wind was light and variable, the visibility was greater than 10 km and there was no significant cloud or weather. Runway 25 was the runway in use. It is 450 metres in length and the grass surface was wet. The pilot had inspected the runway surface earlier that day, prior to departure, and had noted areas of standing water. In particular the first 100 metres of Runway 25 was particularly soft and he had decided to land beyond this area on his return.

The approach to land at Baxterley was normal and the aircraft touched down just beyond the area that the pilot knew to be soft. Within 20 metres of the touchdown point there was a bang as the

undercarriage tie rods failed and the undercarriage collapsed; the aircraft came to a halt on its belly. The pilot and passenger, who were both using a five-point harness, were uninjured and vacated the aircraft unassisted.

Further heavy rain had fallen during the day, since the pilot's earlier inspection, increasing the areas of standing water. It is probable that the undercarriage tie rods failed whilst traversing the soft ground and areas of standing water. Extra drainage has now been installed beneath the runway.