

AAIB Bulletin No: 11/93

Ref: EW/G93/09/11

Category: 1.3

Aircraft Type and Registration: Piper PA-30 Twin Comanche, G-ATWR

No & Type of Engines: 2 Lycoming IO-320-B1A piston engines

Year of Manufacture: 1966

Date & Time (UTC): 14 September 1993 at 1030 hrs

Location: Huddersfield (Crossland Moor) Airfield, West Yorkshire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Damage to propellers, fuselage under surface and landing gear doors; pitot assembly separated

Commander's Licence: Private Pilot's Licence with IMC Rating (plus FAA Air Transport Pilot's Licence with Instructor Ratings)

Commander's Age: 48 years

Commander's Flying Experience: Approx. 2,000 hours (of which 16 were on type)
Last 90 days - 101 hours
Last 28 days - 27 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The wind was north-easterly at 10 to 15 kt and the pilot was making a landing on runway 07 at Huddersfield, where the first 250 metres are grass and the remaining 640 metres are asphalt. It was raining at the time and the grass was subsequently seen to be holding standing water.

When the aircraft touched down on the grass segment, at about 50 metres past the runway identification numbers, the pilot noticed that the landing gear did not seem to provide the normal ground clearance and that the propellers were throwing up water, grass and other debris. He therefore applied full power to initiate a go-around and retracted the landing gear and flaps. The aircraft climbed to about 25 feet but, as debris was still being thrown from the propellers and the aircraft was vibrating severely, the pilot closed the throttles and made a precautionary landing on the grass to the right of the tarmac part of the runway. The occupants vacated the aircraft without further incident.

Photographs of the runway taken shortly after the accident showed that, during the 85 metre ground roll, all three wheels had made quite deep impressions in the grass and the nose wheel track was particularly deep.