

# PZL-104 Wilga 35A, G-BKWG, 11 October 1997

**AAIB Bulletin No: 12/1997**

**Ref: EW/G97/10/12 Category: 1.3**

<b>Aircraft Type and Registration:</b>	PZL-104 Wilga 35A, G-BKWG
<b>No &amp; Type of Engines:</b>	1 PZL KALISZ AI-14RA piston engine
<b>Year of Manufacture:</b>	1982
<b>Date &amp; Time (UTC):</b>	11 October 1997 at 1330 hrs
<b>Location:</b>	Dornoch Airfield, Sutherland, Scotland
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 1 - Passengers - 1
<b>Injuries:</b>	Crew - None - Passengers - None
<b>Nature of Damage:</b>	Substantial damage to the left wing
<b>Commander's Licence:</b>	Private Pilot's Licence with IMC Rating
<b>Commander's Age:</b>	42 years
<b>Commander's Flying Experience:</b>	720 hours (of which 5 were on type) Last 90 days - 28 hours Last 28 days - 10 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

The pilot had flown from Inverness Airport to the airfield at Dornoch where the runway in use was Runway 28. This has a grass runway with an available landing distance of 792 metres and the surface was dry. During the landing flare, when approximately 18 inches above the ground, the right wing lifted causing the left wing to strike the ground and during the subsequent manoeuvre the right wing tip also made contact with the ground. The aircraft was taxied to the parking area where substantial damage was noted to the left wing. The pilot assessed the cause of the accident as a gusty cross wind. There was no record of the weather conditions at Dornoch at the time of the accident but the relevant conditions at RAF Kinloss, the nearest significant airport, recorded a surface wind of 360 / 11 kt, a visibility of 35 km, scattered cloud at 2,000 feet and a surface temperature of 10\_C.