

# Pierre Robin HR200/100, G-BBOE

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Category: 1.3

<b>Aircraft Type and Registration:</b>	Pierre Robin HR200/100, G-BBOE	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-235-H2C	
<b>Year of Manufacture:</b>	1973	
<b>Date &amp; Time (UTC):</b>	24 June 2001 at 1000 hrs	
<b>Location:</b>	Wells Cross Farm, Horsham, West Sussex	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 2	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers N/A
<b>Nature of Damage:</b>	Aircraft damaged beyond economical repair	
<b>Commander's Licence:</b>	Private Pilots Licence	
<b>Commander's Age:</b>	50 years	
<b>Commander's Flying Experience:</b>	188 hours (of which 33 were on type)	
	Last 90 days 20 hours	
	Last 28 days 0 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot planned a 'landaway' in his own aircraft from Popham, Hampshire to a farm strip near Horsham, West Sussex. The weather was fine and warm with light winds and a temperature of around 20° C. The pilot had visited the farm strip previously and was therefore familiar with the airfield characteristics; in particular he was aware of the houses on the approach to Runway 22 and the pronounced up-slope in the first half of the landing area.

On his first circuit the pilot deliberately flew a go-round in order to inspect the airfield and then he flew another circuit with the intention of landing. The second approach appeared normal with the speed stabilised at the recommended 65-67 kts IAS but, during the flare, the pilot became aware that the ground speed was faster than normal. The aircraft touched down initially at a speed of about 50 kts IAS but became airborne again and the pilot therefore maintained the flare attitude

until the aircraft touched down a second time. The second touchdown took place beyond the crest of the runway with the speed indicating about 40 kt. The pilot realised that there was insufficient runway remaining to bring the aircraft safely to a halt and therefore re applied power to carry out a go-around. However, just after becoming airborne the aircraft struck a hedge and a concrete post and yawed sharply to the left before coming to a halt in an adjoining cornfield. The pilot and passenger vacated the aircraft without injury.

In his report the pilot considered the cause of the accident to be an under-reading air speed indicator (ASI) which resulted in a high approach and flare speed. The ASI had been removed, calibrated and re-installed in July 2000 during an annual check, but there had been no recent problems with the ASI and a calibration of the ASI the day before the incident revealed no anomalies. The pilot also considers that the lack of a warning from the stall warning system, which had also been tested the day before the incident, was further evidence that the ASI was not reading correctly.

The aircraft performance manual indicates that at the aircraft's weight, the landing distance available was more than sufficient for a safe landing. An aftercast from the Meteorological Office shows the surface wind to have been variable at 5-10kt and a temperature of 20°C with a QNH of 1020 mb. Calculations indicate that in the prevailing conditions there would have been an insignificant difference between calibrated airspeed and true airspeed.