

## DH104 Dove 8, G-ARHW

**AAIB Bulletin No: 2/2000**      **Ref: EW/G99/12/05**      **Category: 1.2**

**Aircraft Type and Registration:** DH104 Dove 8, G-ARHW

**No & Type of Engines:** 2 De Havilland Gipsy Queen 70 MK 3 piston engines

**Year of Manufacture:** 1961

**Date & Time (UTC):** 12 December 1999 at 1734 hrs

**Location:** Cumbernauld Airport, Glasgow

**Type of Flight:** Private

**Persons on Board:** Crew - 1 - Passengers - 2

**Injuries:** Crew - None - Passengers - None

**Nature of Damage:** Left landing gear collapsed. Damage to left wing and propeller

**Commander's Licence:** Basic Commercial Pilot's Licence

**Commander's Age:** 66 years

**Commander's Flying Experience:** 2,000 hours (of which 47 were on type)

Last 90 days - 80 hours

Last 28 days - 19 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The aircraft was landing following an uneventful flight from Fair Oaks Aerodrome to Cumbernauld near Glasgow. It departed Fair Oaks at 1440 hrs arriving Cumbernauld at 1734 hrs in the dark. The pilot completed the landing checklist, confirming that the landing gear was down and locked as indicated by the three green lights on the landing gear selector panel.

A visual approach was made to Runway 26 which had threshold, runway edge lighting and APAPI set to 3°. The approach lights were unserviceable but all the other lighting was lit during the approach.

Whilst the pilot considered that he was high during the initial stages of the approach, he thought he had achieved the correct glide slope as he flared the aircraft. In the event he flared too high and, on landing, the left tyre burst, which was followed by the left main landing gear collapsing. The aircraft slewed to the left and departed the runway, coming to rest on an approximate heading of 160° in the grass area south of the runway.

The pilot carried out the emergency shutdown drills and there was no fire. The airport rescue and fire fighting services attended immediately. The pilot and passengers exited through the normal aircraft door. Local fire and ambulance services also attended as a precautionary measure.

The pilot considered that the cause of the accident was not realising that he was too high when he initially flared the aircraft and this resulted in the heavy landing.