

## Pierre Robin R2160, G-SACK

**AAIB Bulletin No: 8/99 Ref: EW/G99/06/22      Category: 1.3**

**Aircraft Type and Registration:** Pierre Robin R2160, G-SACK

**No & Type of Engines:** 1 Lycoming O-320-D2A piston engine

**Year of Manufacture:** 1997

**Date & Time (UTC):** 18 June 1999 at 1020 hrs

**Location:** East Midlands Airport

**Type of Flight:** Private

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

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

**Nature of Damage:** Minor damage to right gear and underside of right wing

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 34 years

**Commander's Flying Experience:** 79 hours (of which 28 were on type)  
Last 90 days - 16 hours  
Last 28 days - 4 hours

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

After a flight from Sherburn in Elmet to East Midlands, the pilot was cleared to enter the zone in preparation for a landing on Runway 27. The weather and visibility were good and the surface wind was 230°/08 kt. At the end of the downwind leg, the pilot was asked to orbit while a transport aircraft took off. When that aircraft was airborne, the pilot was cleared to land. He was very conscious of the separation between himself and the preceding aircraft and planned his approach to land well before the rotation point of that aircraft; he was also aware that another transport aircraft was on approach behind him. At the time, the airport had some work in progress and there was a temporary displaced threshold for Runway 27; the pilot was aware of this restriction. On final approach, the pilot could see the displaced threshold but on touchdown, G-SACK struck one of the sandbags which had been laid at right angles short of the threshold.

The pilot acknowledged his responsibility for the incident and stated that he had been distracted by his concern about possible wake turbulence and his awareness of the following aircraft.