

DHC-8-311 Dash 8, G-BRYT

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Aircraft Type and Registration:	DHC-8-311 Dash 8, G-BRYT
No & Type of Engines:	2 Pratt & Whitney 123A turboprop engines
Year of Manufacture:	1992
Date & Time (UTC):	2 June 1997 at 1043 hrs
Location:	Bristol Airport
Type of Flight:	Public Transport
Persons on Board:	Crew - 4 - Passengers - 36
Injuries:	Crew - None - Passengers - None
Nature of Damage:	Nose gear oleo fractured
Commander's Licence:	Airline Transport Pilot's Licence
Commander's Age:	38 years
Commander's Flying Experience:	7,280 hours (of which 3,900 were on type) Last 90 days - 213 hours Last 28 days - 64 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The first officer, who was undergoing line training, was the handling pilot for the flight from Glasgow and he had 21 hours flying experience on the Dash 8. The weather was good and the surface wind for landing was 070°/21 kt. The handling pilot was making an ILS approach to Runway 09.

The commander noted that the first officer was tending to fly the aircraft slightly slower than the target airspeed on approach. Nevertheless, the speed had recovered to V_{ref} plus 5 kt at touchdown. The main wheels made a smooth contact with the runway but the commander then saw the aircraft attitude increasing through 6°; he pushed forward on the control wheel and felt the nose wheel make a hard contact with the runway. The aircraft became airborne momentarily again and the commander took over control and completed the landing. Subsequently, he stated that he suspected that G-BRYT had got airborne after the initial main wheel contact and that this push on the control wheel had then caused the aircraft to land nose wheel first.