CASA 1-131E Series 1000, G-BUCC

AAIB Bulletin No: 6/2002	**Ref: EW/G2002/01/23**	**Category: 1.3**
Aircraft Type and Registration:	CASA 1-131E Series 1000, G-BUCC	
No & Type of Engines:	1 ENMA Tigre G-IV-B5	
Year of Manufacture:	1957	
Date & Time (UTC):	31 January 2002 at 0945 hrs	
Location:	Goodwood Aerodrome, West Sussex	
Type of Flight:	Private	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Airframe distortion	
Commander's Licence:	Private Pilots Licence	
Commander's Age:	52 years	
Commander's Flying Experience:	631 hours (of which 25 were on type)	
	Last 90 days - 2 hours	
	Last 28 days - 1 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

History of Flight:

The aircraft departed Goodwood for a local flight returning to the aerodrome for some circuits and practise forced landings. Weather conditions were good with a surface wind from the south-west of 10 kts for departure, although this increased to about 18 kts by the time the aircraft returned.

Various circuits were flown using Runway 24 without incident, and on the final circuit it was intended to complete another practise forced landing. The aircraft was climbed to a height of 1,200 feet and the power reduced to idle on the downwind leg to Runway 24. Initially the approach angle, airspeed and rate of descent were all appropriate and the aircraft crossed the threshold with a small amount of sideslip applied. It was reported that at a height of approximately 50-60 feet above the runway there was a significant increase in the sink rate which the handling pilot attempted to counter by applying full power. Despite this action the aircraft made a hard landing, measured on

the aircraft's accelerometer as 4g. The aircraft bounced and a go-around was initiated. During the ensuing circuit, it was noticed that the landing wires on the port wing looked stretched and bent although a safe landing was accomplished.

The handling pilot considered that he may have encountered an area of windshear, and commented that the wind direction meant that the airflow over the runway was possibly being disturbed by some nearby hangars. He also stated that other pilots, including flying instructors, had encountered similar wind shear during that morning.