

AAIB Bulletin No: 2/94

Ref: EW/G93/12/08

Category: 1.3

Aircraft Type and Registration: PZL-110 Koliber 150, G-BVAI

No & Type of Engines: 1 Lycoming O-320-E2A piston engine

Year of Manufacture: 1990

Date & Time (UTC): 31 December 1993 at 1103 hrs

Location: East Midlands International Airport

Type of Flight: Private (Training)

Persons on Board: Crew - 2 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Substantial to right main landing gear and minor damage to nosewheel

Commander's Licence: Commercial Pilot's Licence with Flying Instructor Rating

Commander's Age: 36 years

Commander's Flying Experience: 1,430 hours (of which 20 were on type)
Last 90 days - 33 hours
Last 28 days - 10 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The instructor, accompanied by a student pilot, had planned to demonstrate an engine failure after take off landing straight ahead on Runway 27 at East Midlands Airport. Weather conditions at the time gave a surface wind of 230°/11 kt, visibility 25 km with scattered cloud at 1,800 feet, temperature 5°C and runway surface dry.

A normal take off was carried out and the throttle was closed, simulating the engine failure, at approximately 100 to 200 feet above the runway. The instructor then lowered the nose to maintain an IAS of between 62 and 87 kt. The descent was somewhat rapid and during the flare the aircraft landed heavily on the mainwheels before bouncing into the air again. The instructor then flew the aircraft straight ahead in a gentle descent with power applied for a further touchdown advising ATC that the aircraft might be damaged. As the aircraft settled onto the runway it veered to the right and departed the runway surface coming to rest on a northerly heading. The instructor and student, who were both wearing lap and diagonal seat belts, vacated the aircraft without injury.

The instructor reported that the heavy landing, which caused the right mainwheel to separate from the aircraft, was caused by a higher than normal descent rate during the flare.