

Dornier Do 28-G92, HA-ACL

AAIB Bulletin No: 5/2000 Ref: EW/G2000/01/02 Category: 1.2

| | |
|--|---|
| Aircraft Type and Registration: | Dornier Do 28-G92, HA-ACL |
| No & Type of Engines: | 2 Walter M601 turboprop engines |
| Year of Manufacture: | 1973 |
| Date & Time (UTC): | 2 January 2000 at 1535 hrs |
| Location: | Sherburn-in-Elmet Aerodrome, Yorkshire |
| Type of Flight: | Private |
| Persons on Board: | Crew 1 - Passengers - None |
| Injuries: | Crew None - Passengers - N/A |
| Nature of Damage: | Right landing gear, engine and stub wing |
| Commander's Licence: | Private Pilots Licence |
| Commander's Age: | 48 years |
| Commander's Flying Experience: | 1,639 hours (of which 80 were on type) Last 90 days - 34 hours Last 28 days - 4 hours |
| Information Source: | Aircraft Accident Report Form submitted by the pilot |

The aircraft is a derivative of the Do 28 Skyservant, a high wing monoplane with the engines mounted either side of the lower forward fuselage on a stub wing, which also supports the main landing gear.

The pilot reported that the aircraft was on a flight from Hibaldstow Airfield to Sherburn-in-Elmet. The surface wind was calm and the runway in use was Runway 29. The aircraft made a normal approach with 20° flap at 80 kt indicated airspeed, using flight Idle or flight Beta 1 power during the approach. At the flare, when the pilot considered that the aircraft was about to touchdown, he selected Beta 1 with the intention to minimise the aircraft ground roll. However, the aircraft immediately dropped about 6 or 7 feet onto the ground and bounced once before settling. During the ground roll, the pilot noticed that the right engine was rocking up and down quite severely. The aircraft settled down on its right side. The pilot turned off the fuel and the electrics master switch

and quickly vacated the aircraft by the rear left door. After a short period, once the possibility of fire had been discounted, the pilot re-entered the aircraft to check the cockpit. He observed that 52° (full) flap was selected.

The pilot commented that it was more usual for him to be landing the aircraft with a lighter fuel load, that he misjudged the flare and may have inadvertently selected full flap during the final stage of the approach.