

# Fokker F27 Mark 500, G-BVOM, 11 August 1996

## AAIB Bulletin No: 11/96 Ref: EW/G96/08/11 Category: 1.1

<b>Aircraft Type and Registration:</b>	Fokker F27 Mark 500, G-BVOM
<b>No &amp; Type of Engines:</b>	2 Rolls Royce Dart 532-7 turboprop engines
<b>Year of Manufacture:</b>	1970
<b>Date &amp; Time (UTC):</b>	11 August 1996 at 1014 hrs
<b>Location:</b>	Southampton Airport
<b>Type of Flight:</b>	Public Transport
<b>Persons on Board:</b>	Crew - 4 - Passengers - 47
<b>Injuries:</b>	Crew - None - Passengers - None
<b>Nature of Damage:</b>	Tail skid scraped and associated formers damaged
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence
<b>Commander's Age:</b>	59 years
<b>Commander's Flying Experience:</b>	13,080 hours (of which 6,930 were on type) Last 90 days - 193 hours Last 28 days - 78 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

The aircraft was inbound to Southampton Airport on a scheduled service from Jersey with 4 crew and 47 passengers on board. The weather was fine with a forecast variable surface wind of 5 kt, good visibility and scattered cloud at 2,000 feet.

The aircraft was radar vectored for an ILS approach to Runway 20 intercepting the centreline at 7 nm from touchdown. At 1,800 feet, during the turn on to the localiser, flap was selected to 16.5°. After the aircraft had established on the glide path and the landing gear was down the crew noticed that the flap had not moved from the zero position. The emergency flap selector position was checked as were the flap control circuit breakers. The flap lever selection was also recycled several times but the flaps remained up. The commander decided, with the speed under control at 126 kt (the flapless approach speed) and the aircraft nicely positioned on the glide path at a 'comfortable' range from touchdown, to continue the approach and carry out a flapless landing. The crew were visual with the runway at approximately 1,200 feet on the approach and the commander, monitored by the first officer, landed the aircraft apparently without incident. After the landing, however, the No 1

cabin attendant, seated on the rear jump seat, reported to the crew that she had heard a scraping noise as the aircraft touched down.

Information recorded by the Flight Data Recorder showed that the commander had inadvertently allowed the approach speed to reduce to approximately 10 kt below the minimum prior to touchdown and had allowed the tail to come into contact with the runway. The aircraft was withdrawn from service, inspected by company engineers, and with CAA approval ferried (without passengers) to Norwich for rectification.