

# Beech C23 Sundowner 180, G-BARH, 25 February 1996

**AAIB Bulletin No: 4/96 Ref: EW/G96/02/11 Category: 1.3**

**Aircraft Type and Registration:**Beech C23 Sundowner 180, G-BARH

**No & Type of Engines:**1 Lycoming O-360-A4J piston engine

**Year of Manufacture:**1973

**Date & Time (UTC):**25 February 1996 at 1215 hrs

**Location:**Sherburn-in-Elmet Aerodrome, West Yorkshire

**Type of Flight:**Private (Training)

**Persons on Board:**Crew - 1 Passengers - 3

**Injuries:**Crew - None Passengers - None

**Nature of Damage:**Damage to left main landing gear, flap and aileron

**Commander's Licence:**Private Pilot's Licence

**Commander's Age:**38 years

**Commander's Flying Experience:**217 hours (of which 150 were on type)

Last 90 days - 4 hours

Last 28 days - 2 hours

**Information Source:**Aircraft Accident Report Form submitted by the pilot and further enquiries by the AAIB

The pilot and three passengers departed Sherburn-in-Elmet airfield at 1045 hrs for a sight seeing flight in the local area. The weather at the time was fine with good visibility, no significant weather or cloud and a surface wind of 210°/08 kt. Seated in the front of the aircraft was the pilot's 11 year old son with two teenagers seated in the rear.

As the aircraft departed the York area heading for the Humber bridge, one of the rear seat passengers became sick. The pilot therefore decided to land at Brighton, the nearest suitable airfield. Tarmac Runway 11 (575 x 9 metres) was in use and the pilot joined the circuit on a right base leg. The pilot reported that he was aware there had been a frost the previous evening and so decided to land exactly on the threshold so as to reduce the braking requirements. As the aircraft touched down the pilot heard a bang which he believed to be a burst tyre. He immediately executed a go-around and called Brighton radio for a visual inspection of his aircraft. Ground personnel

advised him that the left main landing gear had become detached and that he should return to Sherburn-in-Elmet where they would be advised of the situation. The pilot circled the airfield on his arrival whilst the emergency services were deployed.

At this stage one of the rear seat passengers began to feel very sick and become agitated. With no intercom for the rear seats, the pilot had to remove his headset and turn to talk to the rear seat occupants in order to calm the passenger and brief them both on the forthcoming emergency landing. He briefed his son, seated alongside him in the front, to fly the aircraft straight and level whilst he carried out the briefing. The rear passengers were instructed to distribute their weight to the right side of the aircraft and open the right hatch at fifty feet on final approach. After the briefing the pilot resumed control and, still in radio contact with Sherburn, was instructed by the CFI on the landing technique and procedure to be flown.

The aircraft was positioned on final approach to grass Runway 24 (722 x 30 metres) with full flap selected and with the right wing down. At approximately 200 feet the pilot selected the fuel and electrics off. The aircraft touched down on the threshold and as the left wing contacted the ground the aircraft turned to the left and came to rest approximately 9 feet to the left of the runway edge. The pilot and passengers vacated the aircraft without injury.

Engineering personnel from Sherburn, who were later dispatched to collect the detached main landing gear, reported that tyre marks were visible in the grass area some ten feet before the start of the raised paved surface of the runway.