

AAIB Bulletin No: 12/95 **Ref:** EW/G95/08/30 **Category:** 1.3

Aircraft Type and Registration: Pierre Robin DR400/180 Regent, G-FCSP
No & Type of Engines: 1 Lycoming O-360-A3A piston engine
Year of Manufacture: 1990
Date & Time (UTC): 26 August 1995 at 1100 hrs
Location: Wellcross Farm, near Horsham, West Sussex
Type of Flight: Private
Persons on Board: Crew - 1 Passengers - None
Injuries: Crew - None Passengers - N/A
Nature of Damage: Landing gear and left wingtip
Commander's Licence: Private Pilot's Licence
Commander's Age: 62 years
Commander's Flying Experience: 1,123 hrs (of which 855 were on type)
Last 90 days - 94 hours
Last 28 days - 33 hours
Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot was attending a fly-in at the private grass strip orientated 04/22. The strip is 700 metres long and 30 metres wide and the first 250 metres of Runway 22 has a marked upslope. The weather was fine with the surface wind blowing from the west at about 15 kt giving a significant crosswind from the right when landing on Runway 22. There are farm buildings in the undershoot of Runway 22 and a hangar just to the west of the runway approximately 250 metres from the threshold.

The pilot joined the circuit and flew a tight left base leg to avoid overflying the farm buildings in the undershoot. On rolling out of the finals turn, he discovered that he was not lined-up with sufficient 'crab' to offset the crosswind drift. During a corrective manoeuvre to avoid landing on the left-hand edge of the strip, the aircraft's right wing was momentarily lifted by a gust thus compounding the line-up problem. The throttle was closed when the pilot applied right bank to regain the runway centre area and the aircraft stalled. It touched down heavily and damage was inflicted to the right main gear and the nose landing gear which was bent forward. Further damage was incurred when the left wingtip struck a post beside the runway.

The area above the runway where the aircraft stalled was downwind of the hangar. The pilot speculated that distortions to the wind flow caused by the hangar may have been a factor in this accident.

Information Source:	Aircraft accident report form submitted by the pilot, subsequent inspection of engine and installation, examination of connecting rod hardware
Commander's Flying Experience:	264 hours for which 118 were on type, Last 90 days - 22 hours, Last 28 days - 6 hours
Commander's Age:	37 years
Commander's License:	Private Pilot's License with IMC and Night Ratings
Nature of Damage:	Extensive damage to leading edge of port wing and nose, also further damage to fuselage and wing panels, canopy, flap and seats
Injuries:	Crew - None, Passengers - None
Persons on Board:	Crew - 1, Passengers - 1
Type of Flight:	Private
Location:	Osby, Farm, Long Wharf, Eastchester, N.Y.
Date & Time (UTC):	1 September 1995 at 1543 hrs
Year of Manufacture:	1972
No & Type of Engine:	1 engine type IO 300-A1D6 piston engine

The flight was from East Midlands Airport, near Castle Donington and was intended to be local, approximately one hour's duration. The fuel and oil quantities were checked before take-off and were found to be ample.

The pilot reports that about 2 minutes after take-off, with the aircraft at about 200 feet and the passenger departed a high-frequency vibration which lasted for approximately one second. The engine immediately ceased developing power and the propeller stopped rotating. The pilot made an immediate 'MAYDAY' call to ATC at East Midlands and, as the aircraft filled with what appeared to be blue smoke, the pilot added that the aircraft was probably on fire.

While searching for a suitable field for the forced landing, the pilot reported wind speed and direction the aircraft was trimmed to 10° to 20° and maximum fuel and the engine was switched off. On the base leg for the selected field, at 1000 feet, it became apparent that the aircraft was