

## Socata TB9 Tampico, G-BHIT

**AAIB Bulletin No: 9/98 Ref: EW/G98/07/04      Category: 1.3**

**Aircraft Type and Registration:**      Socata TB9 Tampico, G-BHIT

**No & Type of Engines:**                      1 Lycoming O-320-D2A piston engine

**Year of Manufacture:**                        1980

**Date & Time (UTC):**                         4 July 1998 at 1030 hrs

**Location:**                                        Sandown Airport, Isle of Wight

**Type of Flight:**                                 Private

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

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

**Nature of Damage:**                         Right wing, wheel spat shattered and inboard wing root slightly rippled

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

**Commander's Age:**                            42 years

**Commander's Flying Experience:**      160 hours (of which 72 were on type)

    Last 90 days - 5 hours

    Last 28 days - 2 hours

**Information Source:**                         Aircraft Accident Report Form submitted by the pilot

The aircraft departed from Biggin Hill at close to its maximum weight for a pleasure flight to Sandown. The pilot reported that the flight from Biggin Hill had been stressful due to a worse than forecast cloudbase and the difficulty of seeing other aircraft in the prevailing conditions. On arrival at Sandown, the wind was reported as 5 to 6 kt from the north-west with a visibility in excess of 10 km. The pilot's first approach was aborted due to being too high and a second approach was aborted due to the proximity of a helicopter at the runway threshold. A third approach was made using the short field technique because of the displaced threshold on the runway in use which was 05. The aircraft touched down about two thirds along the 775 metre runway and the pilot was unable to stop the aircraft in the distance remaining which had a downslope. The aircraft came to rest on rough ground some 75 metres beyond the end of the runway.

The pilot attributed the cause of the accident to stress caused by his lack of recent flying experience, the lower than expected cloudbase and the fact that one of his passengers was unwell during the circuits before landing.