

Pierre Robin HR100/210, G-BGTP, 16 October 1999 at 1000 hrs

AAIB Bulletin No: 8/2000 **Ref: EW/G99/10/16** **Category: 1.3**

Aircraft Type and Registration: Pierre Robin HR100/210, G-BGTP

No & Type of Engines: 1 Continental IO-360-D piston engine

Year of Manufacture: 1974

Date & Time (UTC): 16 October 1999 at 1000 hrs

Location: Solly's Farm, near Deal, Kent

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - 1

Injuries: Crew - Minor - Passengers - Minor

Nature of Damage: Considerable damage to fuselage, left wing and cowling; noseleg detached

Commander's Licence: Private Pilot's Licence

Commander's Age: 71 years

Commander's Flying Experience: 1,887 hours (of which 1,648 were on type)

Last 90 days - 52 hours

Last 28 days - 10 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft took off from Blackbushe for a flight to Calais. The passenger was an experienced PPL holder. During his pre-flight checks the pilot had added half a litre of engine oil to give a contents indication of 9 litres. Fuel on board was 43 Imperial Gallons.

The pilot carried out a FRED A check as he crossed the English coast at 3,500 feet altitude but at about 4 miles offshore the engine RPM suddenly increased to the maximum of 2,800. The pilot reduced RPM and noticed that the oil pressure had reduced to zero. He advised Manston ATC of the problem and indicated that he would try to reach them as the nearest airfield. His GPS gave him a heading for Manston and a distance of 15 miles. He set up a glide with the engine producing 2,000 RPM. Abeam Deal the engine stopped and he declared a 'Mayday'. In selecting a field for a forced landing he rejected one because of the presence of cows, one because of the presence of cables and landed in a third. The touchdown was hard, the wheels dug into the soft ground and after a short distance the noseleg collapsed. The pilot switched off the electrical equipment, opened the canopy and both occupants climbed out. The pilot believed that their full harnesses saved them from injuries more serious than the minor ones they received.

An insurance assessor reported that there was oil in the sump with no sign of leaks and an oil pump failure was suspected. The aircraft was sold by the insurers and no disassembly or investigation has yet been carried out on the engine. If any information on its condition becomes available then it will be reported in an addendum to this bulletin.