

ACCIDENT

Aircraft Type and Registration:	Bolkow BO 208C Junior, G-BOKW	
No & Type of Engines:	1 Continental Motors Corp O-200-A piston engine	
Year of Manufacture:	1969	
Date & Time (UTC):	7 April 2011 at 1400 hrs	
Location:	Lodge Farm, Saint Osyth, near Clacton, Essex	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Nosewheel fork bent, propeller damaged and engine shock-loaded	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	77 years	
Commander's Flying Experience:	982 hours (of which 187 were on type) Last 90 days - 7 hours Last 28 days - 6 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

Landing at a grass airstrip, the pilot realised there was a pair of white swans grazing by the side of the runway. He applied power and lifted off until past the swans but, descending, the nose of the aircraft struck the ground hard, damaging the nose landing gear. The pilot considers this most likely occurred due to the tailskid contacting the ground with the aircraft in a nose-high attitude.

History of the flight

The pilot was returning to Lodge Farm, a small private airstrip close to Clacton airfield. Lodge Farm has a grass surface 800 metres long running east-west, so to land to the west the pilot joined the left-hand circuit at

Clacton for Runway 36, turning left at 800 feet onto finals for Lodge Farm.

The pilot flew the landing approach at 70 kt, with 28° of flap, and noted what he believed to be a couple of white bags to the side of the runway (the local farmer had placed white bags on wooden poles to denote boggy areas in the field). The pilot "rounded out" and touched down. He then realised the "bags" were actually a pair of white swans grazing on corn shoots to the northern side of the runway, about 50 metres ahead of the aircraft.

Not choosing to risk contact with the swans, but concerned as to whether the aircraft would clear the

building at the end of the runway, the pilot opted to apply power and lift off in ground effect until past the swans. He did this, with a moderately high nose-high attitude. When past the swans, he eased back on power and the aircraft sank, then very suddenly the nose dropped and the aircraft “pancaked onto the runway”, damaging the nose landing gear and allowing the propeller to strike the runway. The aircraft came to rest on the runway and, after “turning everything off”,

the pilot opened the canopy and got out of the aircraft. The two swans, meanwhile, completely ignored the situation and continued to graze.

The pilot considers it possible that he stalled the aircraft but, more likely, that the tailskid may have touched the ground with the aircraft in the nose-high attitude, rotating the aircraft nose down sufficiently rapidly to damage the nose leg.