

ACCIDENT

Aircraft Type and Registration:	Dornier 28 D2 Turbo Skyservant, HA-ACO	
No & type of Engines:	2 Walter M601D-2 turboprop engines	
Year of Manufacture:	1978	
Date & Time (UTC):	24 June 2006 at 1200 hrs	
Location:	Hibaldstow Airfield, near Brigg, North Lincolnshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to right undercarriage and right wing stub	
Commander's Licence:	Commercial Pilot's Licence	
Commander's Age:	31 years	
Commander's Flying Experience:	562 hours (of which 93 were on type) Last 98 days - 98 hours Last 28 days - 70 hours	
Information Source:	Aircraft Accident Report Form completed by the pilot	

Synopsis

The aircraft suffered a heavy landing as a result of a faster than expected sink rate which the pilot was unable to arrest.

History of the flight

The aircraft had completed a parachute lift and was making an approach to land. The visibility was 10 km and the wind was from 280° at 3 kt. On short finals to Runway 26 the pilot set the propeller pitch to the flight beta range, in which the propeller blade angles are commanded directly from the power levers. The aircraft was getting too low as it approached the threshold so the pilot deselected flight beta, and the aircraft then ballooned upward slightly. Once over the threshold flight beta was again selected causing the aircraft to sink

more rapidly than the pilot expected, and the aircraft touched down before the high sink rate could be arrested. The aircraft's landing was hard, with the wings being approximately level, and with the aircraft in a slightly tail-down attitude. The hard landing damaged the right wheel hub and the right wing stub was over-stressed. There was no damage to the propellers or engines. The pilot, who was using a full harness, then exited the aircraft uninjured via the door.

Aircraft information

The Dornier 28 Skyservant is a high-wing twin-engined aircraft with a tail-dragger landing gear. The aircraft configuration is unusual since the engines are mounted on wing stubs and these stubs are attached to the fuselage

beneath the cockpit area. The main gear legs are fixed, and are located behind each of the two engines.

Assessment

The pilot attributed the accident to a *“too abrupt re-selection of flight beta once over the threshold causing a faster than expected sink rate”*.