

# Quickie Tri-Q 200, G-BUOO, 4 July 1997

**AAIB Bulletin No: 12/1997**

**Ref: EW/G97/07/04 Category: 1.3**

<b>Aircraft Type and Registration:</b>	Quickie Tri-Q 200, G-BUOO
<b>No &amp; Type of Engines:</b>	1 Continental O-200-A piston engine
<b>Year of Manufacture:</b>	1989
<b>Date &amp; Time (UTC):</b>	4 July 1997 at 1125 hrs
<b>Location:</b>	Cranfield Airport, Bedfordshire
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 1 - Passengers - 1
<b>Injuries:</b>	Crew - Serious - Passengers - None
<b>Nature of Damage:</b>	Aircraft destroyed
<b>Commander's Licence:</b>	Private Pilot's Licence with IMC and Night Rating
<b>Commander's Age:</b>	49 years
<b>Commander's Flying Experience:</b>	386 hours (of which 10 were on type) Last 90 days - 8 hours Last 28 days - 3 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot, a video recording and telephone enquiries by the AAIB

The pilot had flown from Coventry to Cranfield in order to attend a "Fly In". The weather at Cranfield was benign with no significant weather or cloud and a surface wind of 330 /06kt. Runway 22 was in use, it has an asphalt surface and an available landing distance of 1,680 metres, the runway surface was dry. The pilot had made three unsuccessful approaches to land before commencing the final approach, he had been concerned that traffic ahead of him might restrict his use of the runway and he wanted to ensure that control of the speed and approach profile were correct.

A video recording shows that a normal landing was made from the fourth approach after which the aircraft immediately commenced a pilot induced oscillation in pitch. After four bounces between the

mainwheels and the nosewheel the pilot applied some power and the aircraft accelerated slowly before getting airborne after three further substantial oscillations between the mainwheels and the nosewheel. The aircraft then flew for a further one hundred metres or so before landing once again but now out of the view of the video camera.

After this second landing the pilot stated that the aircraft pitched forward once again, the nosewheel oleo then collapsed followed by a loud bang as the propeller struck the runway surface and splintered. A fire soon developed as the aircraft slid to a halt leaving a trail of burning fuel in its wake; both occupants immediately vacated the aircraft without assistance. The airfield fire and rescue services were quickly on the scene and extinguished the fire. The pilot was subsequently taken to hospital with serious burns to his arm, the passenger was uninjured.