

Beech F33 Bonanza, G-BGSW

AAIB Bulletin No: 11/97 Ref: EW/G97/08/03 Category: 1.3

Aircraft Type and Registration:	Beech F33 Bonanza, G-BGSW
No & Type of Engines:	1 Continental IO-470-K piston engine
Year of Manufacture:	1970
Date & Time (UTC):	3 August 1997 at 1330 hrs
Location:	Bembridge Airport, Isle of Wight
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - 1
Injuries:	Crew - None - Passengers - Minor
Nature of Damage:	Significant damage to the port wing and the fuselage Minor damage to the propeller
Commander's Licence:	Private Pilot's Licence
Commander's Age:	33 years
Commander's Flying Experience:	111 hours (of which 48 were on type) Last 90 days - 26 hours Last 28 days - 8 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot and inquiries by the AAIB

The pilot had intended to fly from Bembridge, on the Isle of Wight, to Wellesbourne Mountford, near Stratford-upon-Avon. The weather conditions at the time of departure included a visibility of 30 kilometres, a cloud base of 3,500 feet and the surface wind was 090 /05 kt. Ten minutes into the flight the pilot encountered weather that he considered to be unsuitable, he therefore elected to return to Bembridge. The runway in use at Bembridge was Runway 12 with an available landing distance of 837 metres, the concrete surface was now wet after a recent shower. When the pilot called 'Finals' he was passed a surface wind of 100 /6 to 8 kt. The pilot described his approach and landing as normal although the Flight Information Service Officer, who was on duty in the tower, thought that the approach was fast and that the aircraft touched down approximately one third of the way along the runway. During the landing roll the pilot applied the brakes but noted no retardation. He considered it unwise to attempt a go around at this stage so decided to turn right onto the grass in

order to slow the aircraft. The pilot realised that the aircraft was about to run into a thick hedge so he switched off the fuel and the electrics. The hedge arrested the aircraft which came to a stop astride the adjacent main road. The airport emergency services were summoned and quickly arrived at the crash site, a blanket of foam was sprayed over the aircraft. The pilot and his passenger were wearing lap and diagonal shoulderstraps; the pilot was uninjured and the passenger received only minor injuries.

Aerial photographs taken by Hampshire Constabulary Air Support Unit after the crash show the tracks of the aircraft across the grass and demonstrate that both wheels of the aircraft were still on the concrete surface about 30 feet from the upwind end of the runway and that the left wheel only just left the runway edge as it crossed the end of the concrete. A subsequent engineering investigation by the repair agency did not reveal any evidence of brake failure.