

ACCIDENT

Aircraft Type and Registration:	Auster 5 Alpha, G-AOFJ	
No & Type of Engines:	1 Lycoming O-290-3 piston engine	
Year of Manufacture:	1956	
Date & Time (UTC):	19 October 2010 at 1410 hrs	
Location:	Haverfordwest, Pembrokeshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Right landing gear collapsed, propeller broken	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	47 years	
Commander's Flying Experience:	1,148 hours (of which 142 were on type) Last 90 days -30 hours Last 28 days - 9 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

A bounced landing led to the collapse of the right landing gear with subsequent damage to the propeller.

History of the flight

The aircraft departed Oaksey Park airfield at 1120 hrs on a private flight to Haverfordwest. The pilot reported that she received consistent weather information en route and during final approach: the wind was from 300° at 10 kt, gusting 20 kt.

The aircraft was on approach to Haverfordwest, Runway 27. The pilot had selected full flaps for landing and made corrections for approach consistent with a 5 to 10 kt crosswind. She reported that initial touchdown was "a perfectly light 3-point landing", close to the runway centreline.

On landing the pilot kept the engine at idle and stick back. She reported that rolling speed was "apparently low", yet after rolling for 10 to 20 m the aircraft left the ground again. The second touchdown was a slight bounce, following which the pilot reported that a gust took the aircraft off to the left of the runway. When the gust subsided the aircraft landed on the grass just to the left of the asphalt. On this third contact with the ground the right landing gear failed, with damage to the propeller resulting. The pilot, who was wearing a four-point harness, was uninjured.

Pilot's assessment of the cause

The pilot did not report that any adverse weather conditions affected the aircraft during the flight from Oaksey Park. She reported seeing the 20 kt windsock

horizontal during final approach, and that the wind appeared to strengthen after the second (bounced) contact with Runway 27.

Subsequent to the accident, the pilot checked conditions recorded by Haverfordwest air-ground radio at 1400. Records show wind from 345° at 15 to 18 kt, gusting 25 kt. The pilot reported that conditions were variable and that the full variation of wind speed and direction may not have been given to her. She also reported that it is possible she misheard the conditions given to her on

approach and that she would have made adjustments to the landing had she appreciated the conditions detailed on the recording.

Although the final landing “appeared light”, the pilot reported that a “sideways motion” was present, which she believes may account for the landing gear collapse. She believes the strong crosswind was a factor in the accident.