Accident

Aircraft Type and Registration:	Boeing A75, G-PTBA	
No & Type of Engines:	1 Lycoming R-680-17 piston engine	
Year of Manufacture:	1937 (Serial no: 75045)	
Date & Time (UTC):	4 August 2024 at 1025 hrs	
Location:	Lundy Island Airstrip, North Devon	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Left main landing gear leg sheared off and impact damage to the underside of the left lower wing	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	68 years	
Commander's Flying Experience:	9,651 hours (of which 301 were on type) Last 90 days - 37 hours Last 28 days - 16 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft struck a runway edge marker during landing, causing the left main landing gear leg to detach, leading to a runway excursion. The pilot commented that reduced peripheral visual references whilst the aircraft was flared in a three-point landing attitude contributed to the aircraft drifting to the left edge of the runway during the landing roll.

History of the flight

The pilot was flying to Lundy Island to attend a fly-in event. After flying a normal circuit to Runway 24, he made a three-point landing on the left side of the runway. The aircraft had drifted to the left and shortly after it touched down, the left main landing gear leg struck a white-painted rock that was placed alongside the runway as one of the edge markers. The impact with the rock caused the left main leg to fail and detach, which then struck the left lower wing. The aircraft slewed to the left, off the runway, before coming to rest (Figure 1). The pilot and his passenger were uninjured and were able to vacate the aircraft normally.

Airfield information

Lundy Island is situated 10 nm from Hartland Point on the north Devon coast. Lundy Island Airstrip is approximately 400 m long, 50 m wide, oriented 060°(M)/240°(M) and has a rough grass surface. The runway edges are marked with white-painted rocks placed approximately every 10 m.

Figure 1

G-PTBA after the accident, with white-painted runway edge marker rocks visible behind

Pilot's comments

The pilot commented that he elected to land on the left side of the runway as it appeared to be smoother than the right side, and that a number of pilots who subsequently arrived after the accident also made the same decision. He noted that once in the three-point landing attitude, there were few forward or peripheral visual cues to ensure that he remained tracking parallel to the runway edge markers during touchdown.

Analysis

The pilot was unable to keep the aircraft tracking straight down the runway due to a loss of visual references after flaring the aircraft in a three-point landing attitude. This prevented him correcting a left drift that was present during touchdown, causing the impact with the runway edge marker.

Conclusion

The aircraft struck a runway edge marker during the landing roll, causing damage to the left main landing gear leg and a subsequent runway excursion.