

AAIB Bulletin No: 6/94

Ref: EW/G94/03/17

Category: 1.3

Aircraft Type and Registration: Cessna 310I, G-MEBC

No & Type of Engines: 2 Continental IO-470-U piston engines

Year of Manufacture: 1964

Date & Time (UTC): 31 March 1994 at 0740 hrs

Location: Goodwood Airfield, Sussex

Type of Flight: Private

Persons on Board: Crew - 2 Passengers - 2

Injuries: Crew - None Passengers - None

Nature of Damage: Aircraft damaged beyond economic repair

Commander's Licence: Airline Transport Pilot's Licence with Instrument Rating

Commander's Age: 34 years

Commander's Flying Experience: 2,552 hours (of which 63 were on type)
Last 90 days - 26 hours
Last 28 days - 19 hours

Information Source: Aircraft Accident Report Form submitted by the pilot and telephone enquiries by the AAIB

The handling pilot for the approach to Goodwood held a Private Pilot's Licence and was qualified on the Cessna 310. The airport authority had given the operators of G-MEBC permission to land before normal opening hours. However, when the crew reported inbound at 0630 hrs the SATCO was in Air Traffic Control and passed the surface wind as 230°/15 to 25 kt; she also informed the crew that she was leaving the tower to inspect the airfield. The aircraft joined right base for Runway 24 and the commander reported that, because of the wind conditions, a higher than normal approach speed was flown at 115 mph. At an estimated height of 150 feet, the aircraft experienced a sudden and rapid descent. Both pilots simultaneously applied full power but were unable to prevent the aircraft landing firmly in the undershoot in a nose-up attitude. The landing gear collapsed and G-MEBC quickly came to rest having slewed through approximately 150° to the right.

The commander stated that the aircraft was serviceable up to the time of the accident and that no mechanical failure was evident. He considered that severe windshear caused the accident.