

Morane Saulnier Rallye 110ST, G-BPJD

AAIB Bulletin No: 9/2000 **Ref:** EW/G2000/03/16 **Category:** 1.3

Aircraft Type and Registration: Morane Saulnier Rallye 110ST, G-BPJD

No & Type of Engines: 1 Lycoming O-235-L2A piston engine

Year of Manufacture: 1979

Date & Time (UTC): 25 March 2000 at 1045 hrs

Location: Bagby Airfield, North Yorkshire

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - 1

Injuries: Crew - None - Passengers - None

Nature of Damage: Nosewheel collapsed, propeller damaged, engine firewall and cowling distorted

Commander's Licence: Private

Commander's Age: 36 years

Commander's Flying Experience: 134 hours (of which 33 were on type)

Last 90 days - 5 hours

Last 28 days - 3 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot was landing at Bagby after a short flight from his 'home' farm strip. At Bagby the weather was adequate with a surface wind from 160° at 8 kt which slightly favoured grass Runway 24 which is 550 metres long and 20 metres wide. Because of the lack of headwind component and the 3% downhill slope on Runway 24, the pilot decided to use a short field landing technique. On final approach he lowered full flap but omitted to re-trim. Just before crossing the threshold he noticed that the aircraft's speed had decayed to 40 mph. As he pulled back on the stick to reduce the aircraft's rate of descent it stalled and the nose dropped. The aircraft struck the runway nosewheel first and the nose landing gear collapsed allowing the propeller to strike the ground. The aircraft slid to a halt travelling only a short distance. The pilot informed Bagby Radio of his predicament before switching off the ignition and electric systems. The occupants were able to extricate themselves in the normal manner and without assistance.

The pilot attributed the accident to four factors: his inexperience; failure to trim the aircraft properly; not exercising his option to use Runway 06 thereby obviating the need to use the short field landing technique; and the lack of a stall warning device on the aircraft.