

Luscombe 8E, G-BROO

AAIB Bulletin No: 8/99 Ref: EW/G99/06/11 Category: 1.3

Aircraft Type and Registration: Luscombe 8E, G-BROO

No & Type of Engines: 1 Continental PC60 piston engine

Year of Manufacture: 1948

Date & Time (UTC): 13 June 1999 at 1455 hrs

Location: Bedwell Hay Farm Strip, Cambridgeshire

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - 1

Injuries: Crew - None - Passengers - None

Nature of Damage: Damaged beyond economic repair

Commander's Licence: Private Pilot's Licence

Commander's Age: 49 years

Commander's Flying Experience: 200 hours (of which 126 were on type)
Last 90 days - 7 hours
Last 28 days - 3 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft was landing from a lefthand circuit to Runway 03; the surface condition was good and the grass was damp. The surface wind was 060°/2 to 3 kt and the temperature was 22°C; there was no other significant weather.

On final approach the aircraft was not decelerating as expected and the pilot, who thought this may have been due to thermal activity over the open ground, reduced power to idle. The passenger thought the aircraft was a little high on the approach and noticed that the IAS was 80 mph rather than the normal 60 to 70 mph. He also observed that the pilot recovered the aircraft to the correct approach path and that the IAS was reducing.

The pilot aimed to touchdown as near the threshold as possible and he thought that the approach was good when he entered the flare about 50 metres before the threshold. The passenger however, thought the aircraft was below the normal glidepath at this point and noticed the IAS was 65 mph. Both occupants noticed a high rate descent develop, and the aircraft touched down in the 2 foot high standing crop about 15 metres before the runway threshold. It eventually came to rest inverted

about 15 metres into the runway. Both occupants were wearing lap and diagonal upper torso restraint and escaped uninjured.

Both the pilot and the passenger made frank and comprehensive reports to the AAIB. The pilot had flown this approach on many previous occasions. He considered that the accident occurred because he had not fully appreciated the prevailing conditions and his fixation with landing at the threshold led to his failure to take prompt and effective action to arrest the higher than ideal rate of descent.