

# Gulfstream American G-1159A and Gulfstream 3, N123TL, 20 Feb 2002

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**Category:** 1.3

## INCIDENT

<b>Aircraft Type and Registration:</b>	Gulfstream American G-1159A Gulfstream 3, N123TL	
<b>No &amp; Type of Engines:</b>	2 Rolls Royce Spey 511-8 turbofan engines	
<b>Year of Manufacture:</b>	1985	
<b>Date &amp; Time (UTC):</b>	20 February 2002 at 1453 hrs	
<b>Location:</b>	Coventry Airport, West Midlands	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 2	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	None	
<b>Commander's Licence:</b>	Airline Transport Pilot Certificate (USA)	
<b>Commander's Age:</b>	54 years	
<b>Commander's Flying Experience:</b>	10,400 hours (of which 2,500 were on type)	
	Last 90 days - 45 hours	
	Last 28 days - 25 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and further enquiries by AAIB	

The aircraft was landing on Runway 23 at Coventry Airport after a transatlantic flight from Goose Bay, Labrador, Canada. The commander indicated that he had aligned the aircraft with the runway using right aileron and left rudder to counter the crosswind from the right. He also reported that both crew members felt comfortable with the approach as they could feel no gusts and the runway conditions looked satisfactory for landing.

After the aircraft touched down, the commander lowered the nosewheel onto the runway, then passed control of the control yoke to the first officer (in accordance with his approach briefing),

while the commander placed his left hand on the nosewheel steering control. Reverse thrust was applied along with full left rudder and full right (into wind) aileron. However, this was not sufficient to prevent the aircraft from turning to the right. The commander attempted to correct the situation by use of nosewheel steering, differential reverse thrust and braking, but this was unsuccessful.

The aircraft departed from the paved surface to the right side of the runway, crossed an intersecting taxiway and came to a stop on the grass to the north west side of the runway. There were no injuries to the occupants and the aircraft was undamaged, although it had accumulated a significant quantity of mud around the landing gear components.

The airport ATIS being broadcast at the time of the incident (information 'Alpha') indicated that the surface wind was from 290° at 18 kt, variable in direction between 250° and 340°, visibility greater than 10 km, scattered cloud base 1,800 feet, temperature +6°C, QNH 992 mb. The runway surface conditions were broadcast as being 'wet, wet, wet' for touchdown, mid-point and stop-end runway locations respectively. The commander indicated that the Coventry ATC Tower controller had reported the surface wind from 310° at 22 kt, with gusts to 28 kt. A SPECIAL weather observation, taken at 1501 hrs, indicated that the surface wind was from 300° at 21 kt, with gusts to 34 kt, and that water patches were present along the length of the runway.

An aftercast from the Met Office indicated that, at the time of the incident, there was an area of low pressure over the North Sea, which was producing a strong, unstable, north-westerly flow over the Coventry area. The surface wind was from 290°T at 18 to 22 kt, with gusts to 35 kt. The visibility was generally 30 km or more, but reduced locally to between 2,500 metres and 6 km in occasional heavy squally showers. Varying amounts of cloud were present, associated with the unstable conditions. The maximum wind gust recorded in the hour before and the hour after the incident was 36 kt.

The Aircraft Flight Manual for the type indicates that the Maximum Demonstrated crosswind component for takeoff and landing is 21 kt.