

AAIB Bulletin No: 7/93

Ref: EW/G93/05/12

Category: 1c

Aircraft Type and Registration: CEA DR400/2+2 Regent, G-BAJY

No & Type of Engines: 1 Lycoming O-360-A2A piston engine

Year of Manufacture: 1972

Date & Time (UTC): 8 May 1993 at 1215 hrs

Location: Westover Airstrip, Sheepwash, Devon

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Damage to the main and nose landing gear, left gear brake hose and propeller tips. Collapsed nose gear leg.

Commander's Licence: Private Pilot's Licence with IMC and Night ratings

Commander's Age: 50 years

Commander's Flying Experience: 463 hours (of which 366 were on type)
Last 90 days - 9 hours
Last 28 days - 4 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

Despite a north easterly wind, the pilot had chosen Runway 17 for take off because of the runway gradient at Westover. On returning to land on Runway 35, some two hours later, the wind had freshened to about 20 kt, which was 2 kt below the demonstrated crosswind limit of the aircraft, and was gusting. At the start of the flare the aircraft sank rapidly and, despite the application of full throttle, the landing was heavy and in a slightly nosedown attitude. The nose landing gear collapsed, allowing the propeller to strike the ground and the drift on touchdown caused the main landing gear also to collapse partially. During subsequent braking the aircraft veered to the right edge of the strip, where it came to rest. There was no fire and, having shut down the engine and electrical services, both occupants made a normal exit from the aircraft.

The pilot states that windshear, turbulence and possibly a downdraft caused the airspeed to drop rapidly from the initial approach speed of 80 or 85 kt to about 65 kt just before the flare and that a stone, thrown up at touchdown, had sheared the left brake hose.