

AIRCRAFT ACCIDENT REPORT NO. 1/91

REPORT ON THE ACCIDENT TO BAe ATP, G-OATP AT RONALDSWAY AIRPORT, ISLE OF MAN, ON 23 DECEMBER 1990

The accident occurred at the conclusion of a scheduled passenger flight from Luton to the Isle of Man when the aircraft landed in a strong crosswind which was close to the maximum demonstrated for that type. The aircraft touched down firmly in a flat attitude and bounced into the air. During the attempt to complete the landing, a pitch oscillation rapidly developed which resulted in two more bounces, each ending with a nose-first touchdown. On the fourth touchdown, which again was nose-first, the nose landing gear collapsed and the aircraft slid along the runway with the nose landing gear folded aft under the fuselage. The propeller tips disintegrated on contact with the runway and debris punctured the fuselage pressure hull. The aircraft came to rest on grass adjacent to the runway and no-one was injured. The airport fire vehicles, which had been on standby, arrived at the scene shortly after the aircraft came to rest. The firemen were able to assure the commander that there was no fire and no leaking fuel before the passengers were disembarked through the forward passenger door.

The report identified the following causal factors :

- (i) The adverse weather conditions which existed at the time of the landing.
- (ii) The commander's decision to fly the approach at an airspeed which exceeded that recommended in the Operations Manual.
- (iii) The commander's misjudgement of the landing flare and the recovery from the subsequent bounce.

A contributory factor may have been the distraction of a caution warning which occurred immediately before touchdown.

Five Safety Recommendations were made during the course of the investigation.