

## Rockwell 114 Commander, N395TC

<b>AAIB Bulletin No: 5/2004</b>	<b>Ref: EW/G2003/12/09</b>	<b>Category: 1.3</b>
<b>Aircraft Type and Registration:</b>	Rockwell 114 Commander, N395TC	
<b>No &amp; Type of Engines:</b>	1 Lycoming IO-540 piston engine	
<b>Year of Manufacture:</b>	1995	
<b>Date &amp; Time (UTC):</b>	11 December 2003 at 0830 hrs	
<b>Location:</b>	Bembridge Airport, Isle of Wight	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Fracture of right landing gear and damage to propeller hub	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	34 years	
<b>Commander's Flying Experience:</b>	2,500 hours (of which 700 were on type)	
	Last 90 days - 29 hours	
	Last 28 days - 6 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

After an uneventful transit flight from Bournemouth the pilot made radio contact with 'Bembridge Radio' to receive information on the runway in use and unofficial information on the weather. The duty air ground radio operator reported a low cloudbase of 350 feet to the west of the field, a surface wind of 180°/18 to 26 kt and a general visibility of 1,000 metres. Although the wind favoured Runway 12, the pilot elected to land on Runway 30 in order to benefit from better weather conditions to the east of the field. During his approach to the 837 metre long concrete runway, the pilot increased his approach speed by 5-10 kt to counter the effects of turbulence.

The aircraft initially touched down, on the wet runway, approximately 300 metres beyond the threshold. A gust of wind however, lifted the left wing preventing the pilot from applying the brakes until the aircraft had less than half of the runway remaining. As he applied hard braking the aircraft appeared to aquaplane, yawed approximately 60° off runway heading, slid onto the grass to the left of the runway and came to rest just short of the airfield boundary. As it traversed the grass, the right landing gear became engaged in a shallow rut and the subsequent imposed stresses caused a hairline fracture to develop.

The pilot commented that he had not appreciated the severity of the wind conditions and was not prepared for the gusty conditions on landing.

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The UK Aeronautical Information Publication (UKAIP) states in its Bembridge Local Traffic Regulations that:

*'Severe turbulence can be encountered on the approach in wind speeds above 25 kt, from 90° through south to 230° and tailwinds can be encountered at both ends of the runway in southerly winds. Pilots should exercise care when landing and taking off in strong winds and be aware of the possibility of windshear in these conditions.'*