

AAIB Bulletin No:

Ref: EW/G2005/05/16

Category: 1.3

Aircraft Type and Registration: Tri Kis, G-TKIS

No & Type of Engines: 1 Lycoming O-290-D2 piston engine

Year of Manufacture: 1995

Date & Time (UTC): 15 May 2005 at 1410 hrs

Location: Hexden Private Airstrip, near Rye, East Sussex

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Damage to propeller and fractured wing spars

Commander's Licence: Private Pilot's Licence

Commander's Age: 48 years

Commander's Flying Experience: 598 hours (of which 488 were on type)
Last 90 days - 2 hours
Last 28 days - 2 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

Synopsis

The pilot landed on the runway with insufficient distance remaining in which to stop. Consequently, the aircraft hit a fence damaging the propeller and wing spars.

History of the flight

The pilot planned to fly to Andrewsfield and Old Hay before returning to his departure airfield at Biggin Hill. The wind at Andrewsfield and Old Hay was light and variable, and both landings were uneventful. The pilot was particularly pleased with the short landing at Old Hay, which was achieved without the use of brakes, following a well controlled shallow approach. Whilst at Old Hay the pilot decided to visit Hexdon, a private airstrip he had visited once several years previously and, for a reason he could not remember, had felt was unsuitable for his aircraft. The aircraft departed Old Hay with a full fuel load and some baggage.

The pilot stated that the runway at Hexdon is approximately 450 metres long and is orientated on a magnetic heading of approximately 290/110°. Low voltage electrical cables, approximately

five metres high, cross the approach of Runway 29 and an isolated tree is adjacent to the approach to Runway 11. The wind at the time was light and variable and the pilot elected to land on Runway 11. A steep approach was made in order to remain clear of the tree and, during the later stage of the approach, the pilot applied power to reduce the rate of descent; however, the aircraft bounced on the runway and the pilot executed a successful go-around. The pilot then decided to land on Runway 29. On the approach the pilot concentrated on clearing the electrical cables with a good margin of safety and, once clear, he realised that he was high and slightly off the runway centreline. Nevertheless, he continued the approach, reducing the excessive height and regaining the centre line; during this period the pilot stated that he concentrated on the runway and did not monitor his airspeed. The aircraft touched down well beyond the threshold, ran off the end of the runway and hit a fence. Both the main and rear wing spars were damaged in the impact.

Remarks

The pilot had some considerable experience on this type of aircraft and has stated that he can land it, from a flat approach, within a distance of around 200 metres. However, the accident occurred at an unfamiliar airstrip, early in the flying season when the pilot was building up his currency. The steep and fast approach meant that the aircraft landed on the runway with insufficient distance remaining in which to stop.