

No: 10/92

Ref: EW/G92/08/20

Category: 1c

Aircraft Type and Registration: Morane Saulnier Rallye MS892E-150, G-BGSM

No & Type of Engines: 1 Lycoming O-320-E2A piston engine

Year of Manufacture: 1977

Date & Time (UTC): 20 August 1992 at 1905 hrs

Location: Overseal Airstrip, near Swadlincote, Derbyshire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Left wing detached at root; engine and propeller shock loaded; tailplane dislodged; left side of canopy broken.

Commander's Licence: Private Pilot's Licence

Commander's Age: 46 years

Commander's Flying Experience: 267 hours (all on type)
Last 90 days - 8 hours
Last 28 days - 3 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

It was a fine almost cloudless summer evening when the pilot and his passenger departed from Overseal farm strip for a local flight. On either side of the grass strip, which is 489 metres by 13 metres and aligned 12/30, there was a standing cereal crop. The pilot elected to take-off on runway 12 and 20 minutes later to land on runway 30 because there was no surface wind and the strip slopes downwards in the 12 direction.

During the evening the crop was being harvested by a combine harvester. On final approach to runway 30 the visibility was poor due to the low sun elevation, atmospheric haze and dust from the harvester. The aircraft touched down slightly to the left of the centreline of the strip and close to the threshold. Soon after touchdown the aircraft began to drift to the left and then the pilot noticed two large agricultural trailers that had been parked alongside the left edge of the strip. Despite the application of right wheelbrake, collision with the second trailer became inevitable. In the collision the left wing was torn off at the root and the secondary damage occurred as the aircraft slewed rapidly to a halt ending up on its left side with the right wing pointing almost vertically upwards. Neither occupant

was hurt and after making the cockpit switches safe they vacated the aircraft by sliding back the canopy in the normal manner.

Photographs of the accident site showed both trailers parked within one metre of the side of the airstrip. The trailers, which were there at the time of take-off, were about two metres high and three metres wide. They were painted green and brown; colours which blended well with the grass and the field of cereal. They passed underneath and out of the pilot's sight on take-off because at that time they were at the far end of the strip. On landing, he did not see them until it was too late to take effective avoiding action.