

No: 6/92

Ref: EW/G92/02/11

Category: 1c

Aircraft Type and Registration: Avid Flyer Commuter, G-BTNP
No & Type of Engines: 1 Rotax 582 piston engine
Year of Manufacture: 1991
Date & Time (UTC): 29 February 1992 at 1537 hrs
Location: Cambridge Airport
Type of Flight: Private
Persons on Board: Crew - 2 Passengers - None
Injuries: Crew - None Passengers - N/A
Nature of Damage: Left landing gear collapsed
Commander's Licence: Private Pilot's Licence with IMC rating
Commander's Age: 36 years
Commander's Flying Experience: 1,600 hours (none on type)
Information Source: Aircraft Accident Report Form submitted by the pilot

The purpose of the flight was to familiarise the owner pilot with his aircraft which he had not previously flown. The owner occupied the left hand seat and was the handling pilot. The right hand seat was occupied by another PPL holder who had a total of 123 hours of which two were on type. The weather was CAVOK with a surface wind of 210°/12 kt and the grass runway 23 was in use. After turning finals, the pilot was cleared to land but because he could see a Tiger Moth lined-up on the runway, he momentarily checked his rate of descent while confirming that the Tiger Moth had started to take-off. Having verified that the Tiger Moth was rolling, the pilot continued his approach. The airspeed was slightly high and observers report that the rate of descent was also high. The pilot was starting to flare the aircraft and about to apply power to arrest his rate of descent, when the left wing was lifted by a gust of wind. He levelled the wings but failed to increase power. The aircraft landed heavily resulting in the failure of the left landing gear bungy attachment point. The aircraft came to rest on the left hand edge of the runway without sustaining any further damage.

Because the pilot had reported that there was an aircraft on the runway when he was given clearance to land, the CAA Air Traffic Services Standards Department conducted an investigation into the ATC aspects of the accident. Their report concluded that the separation provided by ATC between the landing aircraft and the aircraft on the runway was adequate and had no bearing on the accident.