

No: 2/84

Ref: EW/G83/09/13

**Aircraft type and registration:** Britten-Norman Islander BN2A-26 G-BFCX (light twin engined, fixed wing aircraft)

**Year of manufacture:**

**Date and time (GMT):** 28 September 1983 at 1527 hrs

**Location:** Out Skerries, Shetland Islands

**Type of flight:** Public Transport, positioning

**Persons on board:** Crew — 1                      Passengers — Nil

**Injuries:** Crew — Nil                      Passengers — N/A

**Nature of damage:** Distortion of the left mainplane spar, damage to the left mainplane skin and left flap

**Commander's Licence:** Commercial Pilot's Licence

**Commander's Age:** 49 years

**Commander's total flying experience:** 4886 hours (of which 1516 hours were on type)

The accident occurred during a landing on the 09 grass runway at Out Skerries. This runway is 1250 ft long and has a transverse down slope to the right at the threshold. At the time of the approach the wind was reported at 020° at 12 knots and the crosswind technique employed by the commander was to fly left wing low and to use right rudder to maintain the runway centre-line. As he crossed the threshold, an increase in wind strength required him to increase his bank angle and the left landing gear struck the runway at the threshold before the aircraft landed at the normal touch down point. When the aircraft was examined, the left mainplane spar was found to be distorted in the area where the left landing gear was attached. There was also damage to the flap and the mainplane skin.

Representations have been made by the operator to the local authorities to have a rock outcrop removed to level the runway at the 09 threshold. The operator has also recommended that the pilots should use the 'crabbing' cross wind technique.