

**AAIB Bulletin No: 3/94**      **Ref: EW/G94/02/03**      **Category: 1.2**

**Aircraft Type and Registration:**      BN2A Islander, G-AXHE

**No & Type of Engines:**      2 Lycoming O-540-E4C5 piston engines

**Year of Manufacture:**      1969

**Date & Time (UTC):**      5 February 1994 at 1725 hrs

**Location:**      Cark Airfield, Cumbria

**Type of Flight:**      Aerial Work

**Persons on Board:**      Crew - 1      Passengers - None

**Injuries:**      Crew - None      Passengers - N/A

**Nature of Damage:**      Damaged beyond economic repair

**Commander's Licence:**      Basic Commercial Pilot's Licence with Instrument and Night Ratings

**Commander's Age:**      53 years

**Commander's Flying Experience:** 2,159 (of which 777 were on type)  
Last 90 days - 15 hours  
Last 28 days - 7 hours

**Information Source:**      Aircraft Accident Report Form submitted by the pilot

At 1705 hrs, the aircraft took off from Cark Airfield with nine parachutists and the pilot on board. The parachutists left the aircraft at about 6,500 feet and the pilot started the descent to land. A low level, left-hand circuit to Runway 24 was carried out; the surface wind was less than 5 kt from the south west. It was twilight, however, the sky to the west was still bright from the setting sun and the runway was visible; there was no runway lighting. The pilot had selected the red cockpit lighting to full intensity and both landing lights were on.

At 50 feet on final approach the pilot had sufficient visual reference to continue the approach; the aircraft was aligned slightly to the right of the centreline, however, the pilot was able to correct this before touchdown. It was as the main wheels touched down that the pilot realised he no longer had adequate visual reference. Before he could take any corrective action the aircraft started to decelerate and contact was made with an obstruction on the left side. The nosewheel was still clear of the ground when the deceleration became rapid and the aircraft went through a fence, to the left of the runway, and came to rest against a pile of concrete rubble. The pilot who was wearing lap and diagonal upper torso restraint escaped without injury. Shortly afterwards, when he deemed it safe to do so, he returned to the aircraft to complete the shutdown drills.

Two sheep were killed in the accident; the pilot recalled seeing a light area on the threshold, and initially thought that the aircraft may have struck the sheep as it touched down. In hindsight he considered that the aircraft probably struck the sheep after it left the runway, and that what he saw was a reflection from the landing light seen through a misted windscreen. He reported that the windscreen had misted up earlier on this flight and on previous flights; no demister was fitted to the aircraft. He considered that this may have happened again and reduced the already marginal forward visibility.

Date & Time (UTC):	13 August 1992 at 0705 hrs
Location:	Perley Down, near Guildford, Surrey
Type of Flight:	Police transport (positioning)
Persons on Board:	Crew - 1 Passenger - 1
Injuries:	Crew - 1 Passenger - 1
Nature of Damage:	Aircraft destroyed
Commander's Licence:	Commercial Pilot's Licence with instrument rating
Commander's Age:	33 years
Commander's Flying Experience:	1,493 hours (of which 440 were multi-engine and 137 were on type) Last 90 days - 163 hours Last 28 days - 20 hours
Information Source:	AAIB Final Investigation

The pilot was required to fly from his home base at Stapleford to Southampton on a positioning flight. It was due to pick up passengers at Southampton and fly to Cambridge where some passengers were to be collected; from Cambridge he would fly to Berlin. For the return journey he would fly back to Cambridge, unload some passengers and be received by another pilot. The day prior to the accident the pilot had a 2-hour flight, and then spent 4 hours planning the Berlin flight with the assistant of the Chief Pilot. Following the planning the two pilots made a comparison about the G-SEAS and decided to fly under the 100-hour rule.

On the 13 August the pilot arrived at the airfield at 0705 hrs and opened the flight plan. Shortly afterwards an assistant arrived and saw the pilot of G-SEAS doing some pre-flight checks. The assistant then opened the clubhouse and had a short conversation with the pilot who had come in to prepare coffee for his prospective passengers; the pilot appeared to be in normal spirits. Subsequently the assistant saw the pilot doing external checks on G-SEAS, heard the windmill being taxied away at approximately 0805 hrs, and then heard it take off at approximately 0825 hrs. The assistant noted that at the time the weather at Stapleford was warm with light haze and that he could not see any cloud.