
Hard landing, Boeing 727-2P1, VP-CZY, Luton, October 30, 2001

Micro-summary: This Boeing 727 experienced a hard landing and tail strike in windshear

Event Date: 2001-10-30 at 1915 UTC

Investigative Body: Aircraft Accident Investigation Board (AAIB), United Kingdom

Investigative Body's Web Site: <http://www.aaib.dft.gov/uk/>

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Boeing 727-2P1, VP-CZY

AAIB Bulletin No: 2/2002

Ref: EW/G2001/10/19

Category: 1.1

INCIDENT

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|--|--|-------------------|
| Aircraft Type and Registration: | Boeing 727-2P1, VP-CZY | |
| No & Type of Engines: | 3 P&W JT8D-217C/17(BFG) turbofan engines | |
| Year of Manufacture: | 1979 | |
| Date & Time (UTC): | 30 October 2001 at 1915 hrs | |
| Location: | London Luton Airport | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 5 | Passengers - 3 |
| Injuries: | Crew - None | Passengers - None |
| Nature of Damage: | Substantial to tail skid and VHF antenna | |
| Commander's Licence: | Airline Transport Pilots Licence | |
| Commander's Age: | 36 years | |
| Commander's Flying Experience: | 6,650 hours (of which 92 were on type) | |
| | Last 90 days - 101 hours | |
| | Last 28 days - 8 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

The aircraft, which was on a flight from Istanbul, Turkey, was vectored for an approach to Runway 26 at London Luton Airport. The Luton ATIS for 1830 hrs gave the following conditions: surface wind 220°/16kt (varying from 260° to 140°), visibility 8km, cloud base 2,000 feet, temperature 14° C with a report of windshear on final approach.

The approach proceeded uneventfully with the indicated airspeed varying plus or minus 5 kt in continuous light turbulence. The calculated approach speed (Vref) was 129 kt and the crew decided to add a further 12 kt to take into account the variable wind and reported windshear. The "bug" speed for the approach was therefore 141 kts and the pilot estimates the aircraft crossed the runway threshold at 50 feet at 135 kts. At about 20 feet above the runway the pilot felt the aircraft sink rapidly and he responded by quickly raising the nose to 7°- 8° nose-up pitch. This action had very

little effect on the rate of descent and the aircraft touched down firmly on both main wheels and bounced back into the air. The pilot raised the nose further to cushion the bounce and in the course of the second touchdown the tail skid struck the ground. As the aircraft cleared the runway the pilot of another aircraft reported debris on the runway. Subsequent inspection of the aircraft revealed that the tail skid plate had been scraped off, the tail skid had been depressed by about 3 inches, two thirds of the No 3 VHF aerial had broken off and the aircraft skin around the aerial had buckled.

In his report the pilot considered that windshear, the uphill aspect of the runway and insufficient currency on type had all contributed to the incident.