This accident report summary is collated by the BMAA from information gathered. The information sources used are the Air Accident Investigation Branch of the Department for Transport (AAIB), the Civil Aviation Authority Mandatory Occurrence Reports (CAA MOR) and reports made directly to the BMAA by members and operators.

The individual reports within the accident summary are taken from the information available to the BMAA and where the BMAA has made comment this is clearly shown.

The BMAA does not investigate accidents and incidents, this role being the responsibility of the AAIB and the CAA who have the expertise, experience and funding for investigation.

All pilots reading the reports should try to make their own assessment of underlying causes and use the experience of others to enhance their own knowledge to help them become safer pilots.
BULLETIN CORRECTION

AAIB Bulletin No 2/2012, page 81 refers

Following receipt of an Aircraft Accident Report Form from the pilot of the second aircraft involved, the report published in Bulletin 2/2012 has been updated to clarify the movements of both aircraft prior to the ground collision. The updated report is reproduced below. The online version of the report was updated on 21 February 2012.

ACCIDENT

Aircraft Type and Registration: 1) Zlin Z.526F Trener Master, G-PCDP  
2) Ikarus C42 FB80, G-CDVI

No & Type of Engines: 1) 1 Walter M137A piston engine  
2) 1 Rotax 912-UL pistion engine

Year of Manufacture: 1) 1971  
2) 2006

Date & Time (UTC): 13 November 2011 at 1200 hrs

Location: Popham Airfield, Hampshire

Type of Flight: 1) Private  
2) Private

Persons on Board: 1) Crew - 1  
2) Crew - 1

Persons on Board: 1) Passengers - None  
2) Passengers - None

Injuries: 1) Crew - None  
2) Crew - None

Injuries: 1) Passengers - N/A  
2) Passengers - None

Nature of Damage: 1) Propeller and left wing  
2) Right wing and tail

Commander’s Licence: 1) Private Pilot’s Licence  
2) National Private Pilot’s Licence

Commander’s Age: 1) 60 years  
2) 59 years

Commander’s Flying Experience: 1) 760 hours (of which 397 were on type)  
Last 90 days - 15 hours  
Last 28 days - 1 hour

Commander’s Flying Experience: 2) 195 hours (of which 195 were on type)  
Last 90 days - 12 hours  
Last 28 days - 4 hours

Information Source: Aircraft Accident Report Forms submitted by both pilots
Synopsis

A ground collision occurred on a taxiway between an Ikarus C42, which had just landed, and a Zlin Trener Master which had taxied from its parking position.

History of the flight

Having landed on Runway 08, G-CDVI began a 180° left turn onto the parallel taxiway. The pilot of G-CDVI reported in his statement that he had observed G-PCDP and that it was stationary on its parking position to the north of the taxiway with its propeller turning. He stated that G-PCDP was still stationary as he completed the turn onto the taxiway before losing it from view.

The pilot of G-PCDP (a monoplane with a conventional tailwheel undercarriage) taxied his aircraft from its parking position to join the taxiway, which was located several metres in front of the aircraft. He stated that he had noticed G-CDVI, which was converging from the left, but he continued to taxi ahead as he expected the other aircraft to give way to him. He also stated that, when taxiing, the forward view from the cockpit was limited and that on the day his view was further impaired by the relative position of the sun. As he turned right to join the taxiway, the pilot saw that G-CDVI was almost directly in front of him. Unable to stop in time, the propeller struck the right wing of G-CDVI. G-PCDP then yawed to the right and its left wing struck the tail of the other aircraft.

BMAA Comment

Although there are prescribed rights of way both in the air and on the ground, it is advisable to be aware that the pilot of the other aircraft may be unaware of your position and intentions. So you should be prepared to take appropriate action in “self defence”.

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ACCIDENT

Aircraft Type and Registration: Savannah Jabiru(4), G-CDAT
No & Type of Engines: 1 Jabiru Aircraft PTy 2200 piston engine
Year of Manufacture: 2004
Date & Time (UTC): 17 February 2012 at 1642 hrs
Location: Eshott Airfield, Northumberland
Type of Flight: Private
Persons on Board: Crew - 1  Passengers - 1
Injuries: Crew - None  Passengers - None
Nature of Damage: Nose leg collapsed and propeller damaged
Commander’s Licence: National Private Pilot’s Licence
Commander’s Age: 66 years
Commander’s Flying Experience: 97 hours (of which 60 were on type)

- Last 90 days - 9 hours
- Last 28 days - 9 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

Description of the event

The pilot reported that he was making a powered approach to Runway 26 at Eshott, with a surface wind from 240° at about 18 to 25 kt. At about 6 ft above the runway the pilot encountered what he described as wind shear, causing the aircraft to descend suddenly, contact the runway firmly and bounce. It then stalled and landed again in a nose low attitude, causing damage to the propeller and the nose leg structure. The aircraft came to a halt on the runway. The pilot shut down and secured the aircraft before vacating with his passenger. Both were unharmed.

BMAA Comment

Strong winds lead to low level turbulence which can always landing challenging. There is never a substitute for adequate airspeed all the way to touchdown.
ACCIDENT

Aircraft Type and Registration: Gemini Flash IIA, G-MVPI
No & Type of Engines: 1 Rotax 503 piston engine
Year of Manufacture: 1989
Date & Time (UTC): 24 May 2012 at 1408 hrs
Location: Perth Airport
Type of Flight: Training
Persons on Board: Crew - 2  Passengers - None
Injuries: Crew - 1 (Serious)  Passengers - N/A
Nature of Damage: Wing damaged and trike scuffed
Commander’s Licence: Private Pilot’s Licence
Commander’s Age: 60 years
Commander’s Flying Experience: 2,650 hours (of which 2,335 were on type)
Last 90 days - 50 hours
Last 28 days - 15 hours
Information Source: Aircraft Accident Report Form submitted by the pilot

History of the flight

The student, who had recently purchased the aircraft, was undergoing training in Gemini Flash operation with an experienced instructor. After a “well flown circuit and good landing” on Runway 09, the student, who was handling the aircraft, lost control of ground steering during the ground roll and the aircraft veered to the right and started to tip over. The instructor was unable to intervene because G-MVPI did not have dual control of the nosewheel steering and the aircraft rolled onto its side at about 10 mph.

The instructor instinctively extended an arm outside the open cockpit as the aircraft rolled over and suffered a broken arm and wrist. The student was uninjured. The instructor was of the opinion that the student, who was used to later models of trikes fitted with ‘self centring’ steering, may have been unfamiliar with the steering characteristics of G-MVPI, which was an early model without this feature. He also believed that dual steering controls might have prevented the accident.

No BMAA Comment
ACCIDENT

Aircraft Type and Registration: Skyranger 912(2), G-CCTR
No & Type of Engines: 1 Rotax 912-UL piston engine
Year of Manufacture: 2004
Date & Time (UTC): 26 March 2012 at 1730 hrs
Location: Pound Green Airstrip, Bewdley, Worcestershire
Type of Flight: Private
Persons on Board: Crew - 1 Passengers - None
Injuries: Crew - None Passengers - N/A
Nature of Damage: Landing gear collapsed; damage to engine cowling, wheel spats and propeller.
Commander’s Licence: Private Pilot’s Licence
Commander’s Age: 67 years
Commander’s Flying Experience: 1,945 hours (of which 6 were on type)
Last 90 days - 5 hours
Last 28 days - 5 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

After a local flight of approximately one and a half hours duration, the pilot made a normal approach to land on Runway 34 at Pound Green Airstrip. The weather conditions were good. The aircraft landed heavily causing the landing gear to collapse, which resulted in damage to the engine cowling, wheel spats and propeller. The pilot, who was uninjured, candidly reported that he had misjudged the round out.

No BMAA Comment
ACCIDENT

Aircraft Type and Registration: Mainair Blade, G-CBXV
No & Type of Engines: 1 Rotax 582-2V piston engine
Year of Manufacture: 2002
Date & Time (UTC): 9 May 2012 at 1130 hrs
Location: Northrepps Airfield, Norfolk
Type of Flight: Private
Persons on Board: Crew - 1 Passengers - None
Injuries: Crew - None Passengers - N/A
Nature of Damage: Damage to trike, wing, keel tube, steering assembly and king post
Commander’s Licence: National Private Pilot’s Licence
Commander’s Age: 56 years
Commander’s Flying Experience: 65 hours (of which 18 were on type)
Last 90 days - 4 hours
Last 28 days - 1 hour
Information Source: Aircraft Accident Report Form submitted by the pilot

The owner pilot arrived at the airfield and assembled his aircraft, intending to fly in the local circuit. He carried out a pre-flight inspection in accordance with the Mainair manual before starting the engine and taxiing to the apron, where he performed the pre-takeoff checks. He took off on Runway 15 into a light south-easterly wind and the aircraft climbed and performed normally.

The pilot “cut the power” to descend through base leg and finals at 50 mph. However, it did not appear to him that the aircraft was descending sufficiently rapidly so he went around. The second approach was also abandoned because the pilot felt he was too high and, on the third, he reduced power earlier and approached much lower such that he judged he would need to apply power to avoid undershooting. As he did so the main wheels struck a grass bank prior to the runway threshold, and the aircraft impacted a ploughed field to the northeast of the runway. The aircraft was severely damaged but the pilot was uninjured. He assessed the cause of the accident as misjudgement on approach to the runway.

No BMAA Comment
## ACCIDENT

**Aircraft Type and Registration:** Bantam B22S, G-MZEY  
**No & Type of Engines:** 1 Rotax 582 piston engine  
**Year of Manufacture:** 1996 (Serial no: 96-002)  
**Date & Time (UTC):** 28 July 2012 at 1210 hrs  
**Location:** North Coates Airfield, Lincolnshire  
**Type of Flight:** Private  
**Persons on Board:** Crew - 1  
**Injuries:** Crew - None  
**Nature of Damage:** The aircraft was extensively damaged  
**Commander’s Licence:** Private Pilot’s Licence  
**Commander’s Age:** 67 years  
**Commander’s Flying Experience:** 248 hours (of which 0 were on type)  
**Last 90 days - 3 hours**  
**Last 28 days - 2 hours**  
**Information Source:** Aircraft Accident Report Form submitted by the pilot

### Synopsis

Shortly after engine start, the microlight was turned over by a sudden and very powerful gust of wind which had the appearance of a small tornado.

### Description of the event

The pilot carried out a full pre-flight inspection of the aircraft. He was accompanied by its owner, with whom he had flown recently, and it was to be the pilot’s first solo flight on the microlight type. Following normal pre-start checks, the pilot started the engine. The surface wind was westerly, and described by a witness as “freshening” to 5 or 6 kt by this time. The witness, who was on duty as the airfield radio operator, enquired with the microlight owner whether he thought the conditions, which appeared to be changing, were still suitable for the flight. A large, dark cloud was passing close to the airfield and the owner decided conditions were not suitable for the time being. Consequently, the radio operator approached the microlight from the right side to attract the pilot’s attention, before giving him a ‘cut engine’ signal.

It was reported that, before the pilot could shut down the engine, an unusually large gust of wind lifted the microlight’s right wing and pushed it across the apron, with its left wing tip scraping across the ground. The microlight owner attempted to hold onto the right wing strut but had to release it after he was lifted off the ground. As the left wingtip reached the grass verge, the microlight turned over onto its back. The
pilot released himself from his harness and vacated the microlight, as people nearby arrived to assist. The pilot was uninjured but the microlight sustained extensive damage.

The gust of wind which overturned the aircraft was seen to move up the taxiway and across open fields towards the sea. It had a rotating appearance, as of a small tornado, and extended from the ground to an estimated height of 20 ft.

No BMAA Comment
ACCIDENT

Aircraft Type and Registration: X’air Falcon 700(1), G-CFIP
No & Type of Engines: 1 HKS 700E piston engine
Year of Manufacture: 2007 (Serial no: BMAA/HB/540)
Date & Time (UTC): 7 March 2012 at 1157 hrs
Location: Private airstrip near Kilkeel, Northern Ireland
Type of Flight: Private
Persons on Board: Crew - 1 Passengers - None
Injuries: Crew - 1 (Serious) Passengers - N/A
Nature of Damage: The aircraft was extensively damaged
Commander’s Licence: Private Pilot’s Licence
Commander’s Age: 50 years
Commander’s Flying Experience: 6,791 hours (of which 30 were on type)
Last 90 days - 36 hours
Last 28 days - 1 hour
Information Source: Aircraft Accident Report Form submitted by the pilot and weather information supplied by the Met Office

Synopsis

The pilot initiated a diversion to a private airstrip to refuel but this became a weather diversion as conditions deteriorated. A strong westerly wind was blowing across the north-south airstrip, creating turbulence at low level. The pilot discontinued two approaches, due to wind and turbulence, and lost control on the third landing attempt. The aircraft crashed adjacent to the airstrip and the pilot suffered serious injuries.

History of the flight

The pilot reported that his planned flight from Granard Airfield in County Longford, Republic of Ireland, to Newtownards Airfield, in Northern Ireland to the east of Belfast, had been delayed from the previous day due to unfavourable weather. On the day of the flight, the forecast visibility was good with medium level cloud and, although the forecast wind was still strong (averaging 20 kt, the pilot reported), it was a westerly and therefore considered favourable.

Having checked the actual weather conditions at the Belfast and Dublin Airports, on the morning of the flight up to the time of his departure, the pilot was also contacted by the aircraft owner in Northern Ireland, who passed him a wind speed at Newtownards of 14 kt, good visibility and small amounts of cloud at 2,900 ft. The pilot decided the weather was suitable for the planned flight.
The aircraft was fuelled with 32 litres of fuel. The pilot was advised that this reduced fuel load was in consideration of the expected degraded takeoff performance from the runway at Granard, which was described as ‘soggy’, with the initial 100 m unusable due to waterlogging. The pilot would have preferred a full load of 57 litres and was concerned that the fuel may be insufficient, but a private airstrip at Kilkeel was identified as an en-route alternate airfield for fuel if required.

The aircraft took off from Granard at 1053 hrs. The pilot had two possible routes in mind and had decided to make a final decision on which to take once airborne. He initially set a course towards Newry but, on seeing stormy weather conditions close to his intended track and being unsure of how much fuel had been used, decided to divert to Kilkeel. His revised route took the aircraft north of Dundalk towards the coast, then across the entrance to Carlingford Lough, keeping higher ground to the north and west. Crossing the lough, wind speed appeared to increase and turbulence became severe, so the pilot began to view Kilkeel as a weather diversion instead of a technical stop for fuel.

The grass airstrip at Kilkeel was about 320 m long and orientated north-south. The airstrip was on the coastal plain, at an elevation of about 90 ft amsl. With a considerable westerly wind blowing, the pilot commenced an approach to the northerly runway but was forced to discontinue it at a late stage when he encountered severe turbulence. He then positioned the aircraft for an approach to the southerly runway but had to discontinue that too because of the gusty wind and turbulence. He then positioned for the third approach, again to the northerly runway, in what he felt were less windy conditions.

At about 30 ft above the ground on short finals, the pilot sensed an increase in wind speed and turbulence. The aircraft began a roll to the right, which the pilot was unable to correct with aileron. He considered that a go-around was not possible due to the angle of bank and available engine power. His last recollection was of the aircraft rolling about 90° to the right and seeing the ground rapidly rising to meet him through the forward windscreen.

The aircraft crashed in the foundations of a partly built house. Despite suffering serious injuries, the pilot quickly extricated himself from the wreckage and was joined by eyewitnesses who administered first aid. One of the witnesses, who had seen the aircraft shortly before the accident, described it appearing to struggle in the strong wind and, seemingly, hovering in the air. The weather conditions deteriorated immediately after the accident, with heavy hail falling.

An eyewitness reported the accident to the Northern Ireland Fire and Rescue Service who arrived on scene at 1220 hrs.

In his report, the pilot noted that he had initially underestimated the strength of the wind, based on the windsock at the airstrip, and believed the winds were in the region of 15 kt. The crosswind limit placarded in the cockpit was 25 kph/15 mph (about 13 kt). He also noted that he had failed to appreciate that deteriorating weather was approaching rapidly from the west, which may have added to the levels of turbulence and led to unusual wind effects.

**Meteorological information**

The AAIB obtained aviation forecast material, issued by the UK Met Office the evening before and early on the day of the accident, that was available on-line...
for flight planning purposes. The area was situated in a strong westerly airflow behind a cold front which ran from North Wales to the Lake District and south-east Scotland. Until mid-morning, good visibility was forecast, reducing to 5,000 m in occasional showers of rain, snow and hail. An area of worsening weather to the north-west was forecast to encroach on the intended route by about midday. In this area, in addition to the previously mentioned weather, isolated heavy thunderstorms and hail were forecast, with visibility reducing to 2,000 m or even 1,000 m in snow showers.

Very strong westerly winds of up to 45 kt at 1,000 ft had blown through the area overnight and were affecting northern England early on the day of the accident. The forecast winds along the intended flight were from 280º at 30 to 35 kt at 1,000 ft amsl, increasing to 40 kt at 2,000 ft.

Conclusion
At the time of the accident, the airfield at Kilkeel, with its north-south runway and forecast crosswinds of 30 to 35 kt only 1,000 ft above the runway, was an unsuitable diversion for a light aircraft with a 13 kt crosswind limit. Several factors contributed to the accident, beginning at the flight planning stage, when forecast weather conditions for the intended route were available. The pilot was eventually faced with a landing in conditions outside the aircraft’s normal operating limits.
The pilot intended to perform a touch-and-go on the grass runway, which was bordered by a tall crop, but when the aircraft touched down its left wingtip entered the crop and the resulting drag yawed the whole aircraft into it. The sideways motion caused the right wing to touch the ground, resulting in damage to the wing, right main landing gear and nose landing gear leg.

BMAA Comment
There have been several instances of low wing aircraft running into crop. Pilots of low wing aircraft in particular should be aware of the potential danger created by crop at certain times of the year.
ACCIDENT

Aircraft Type and Registration: Thruster TST Mk1, G-MTKA
No & Type of Engines: 1 Rotax 503 piston engine
Year of Manufacture: 1987 (Serial no: 867-TST-021)
Date & Time (UTC): 21 July 2012 at 1230 hrs
Location: Otherton Airfield, Staffordshire
Type of Flight: Training
Persons on Board: Crew - 2  Passengers - None
Injuries: Crew - None  Passengers - N/A
Nature of Damage: Left and right wings, nose fairing and fuselage main tube damaged
Commander’s Licence: Private Pilot’s Licence
Commander’s Age: 69 years
Commander’s Flying Experience: 9,670 hours (of which 250 were on type)
Last 90 days - 22 hours
Last 28 days - 5 hours
Information Source: Aircraft Accident Report Form submitted by the pilot

At approximately 100 ft agl, after taking off from Otherton Airfield on a training flight, the aircraft’s engine lost power. The commander took control and elected to make a 90º turn to the right, towards a crop field, in order to avoid a hedge and power lines. During the landing the aircraft’s right wing touched the crop, resulting in a ground loop that damaged the wings, nose fairing and fuselage main tube. The aircraft owner reported that following the accident the engine was stripped, revealing scoring marks on the exhaust side of both pistons, consistent with engine overheating and seizure. He attributed the engine failure to misadjusted carburettor jet needles in both carburettors, which caused the engine to run with a lean mixture and subsequently overheat.

No BMAA Comment
ACCIDENT

Aircraft Type and Registration: Pegasus Quasar, G-MWJH
No & Type of Engines: 1 Rotax 503 piston engine
Year of Manufacture: 1990 (Serial no: SW-WQQ-0340)
Date & Time (UTC): 6 September 2012 at 1700 hrs
Location: Redlands Airfield, Wiltshire
Type of Flight: Training
Persons on Board: Crew - 1 Passengers - None
Injuries: Crew - None Passengers - N/A
Nature of Damage: Significant damage
Commander’s Licence: Airline Transport Pilot’s Licence
Commander’s Age: 60 years
Commander’s Flying Experience: 18,280 hours (of which 28 were on type)
Last 90 days - 188 hours
Last 28 days - 40 hours
Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot was flying the aircraft solo as part of formal training for the issue of a NPPL for flex-wing microlights. Runway 24 North at Redlands is a grass runway, 700 m long and 11 m wide. The weather was fine, with a surface wind from 240° at 10 kt. Following a local flight, the pilot made two successful approaches and landings on Runway 24 North before making an approach to Runway 24 South. This approach was discontinued as the aircraft was not correctly lined up on the centreline on short finals. The pilot made his last approach to Runway 24 North again but, at a height of about 100 ft, the aircraft drifted to the left. The pilot decided to go around again, but before he did so, the aircraft struck a tree to the left of the runway.

The aircraft suffered significant damage but the pilot, who was wearing a lap strap and protective helmet, was uninjured. In his report, the pilot considered that his extensive flying experience on fixed wing aircraft, with their different control techniques, may have been a factor in the accident.

No BMAA Comment
ACCIDENT

Aircraft Type and Registration: Flight Design CT2K, G-CDJF

No & Type of Engines: 1 Rotax 912ULS piston engine

Year of Manufacture: 2005 (Serial no: 8104)

Date & Time (UTC): 19 August 2012 at 1546 hrs

Location: Redhill Aerodrome, Surrey

Type of Flight: Training

Persons on Board: Crew - 1

Injuries: Crew - None

Nature of Damage: Damage to propeller, nose wheel, wingtip, rudder and door

Commander’s Licence: Student pilot

Commander’s Age: 40 years

Commander’s Flying Experience: 44 hours (of which 44 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot and Redhill ATC

The student pilot flew a normal approach to Runway 26L at Redhill as part of a training flight. The weather was fine, with a surface wind from 230° at 7 kt. The runway surface was dry grass. The aircraft bounced on landing and, on the second touchdown, the nose landing gear was damaged. The aircraft pitched forward and inverted. The pilot, who was uninjured, vacated the aircraft unaided.

The Aerodrome Controller observed the bounced landing and nose leg collapse. He activated the crash alarm and saw the pilot vacate the aircraft. Aerodrome emergency services attended one minute forty seconds after crash alarm activation.

No BMAA Comment