

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Jabiru SK, G-MITT	
<b>No &amp; type of Engines:</b>	1 Jabiru Aircraft Pty 2200A piston engine	
<b>Year of Manufacture:</b>	2000	
<b>Date &amp; Time (UTC):</b>	29 July 2006 at 1840 hrs	
<b>Location:</b>	Top Farm, Roystone, Hertfordshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to the nose gear, main landing gear, fuselage, propeller and engine	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	50 years	
<b>Commander's Flying Experience:</b>	380 hours (of which 1 was on type) Last 90 days - 19 hours Last 28 days - 7 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The pilot reported that after a short flight he made a stable approach but misjudged the flare and landed hard on the firm grass runway. He had earlier collected the aircraft from another airfield and that had been his first flight in the type. That flight had lasted one hour and five minutes and had been uneventful.

**History of the flight**

The pilot had flown the aircraft from Henstridge Airfield to Top Farm earlier in the day, when collecting it for its new owner. It was his first flight in the type and after receiving a briefing on the aircraft he had an uneventful flight lasting one hour and five minutes. Upon arrival at Top Farm he shut the aircraft down and had a conversation

with its new owner. With the possibility of buying the aircraft in mind, the pilot then decided to carry out one last circuit.

The weather was fine and the surface wind, which was from 220° at 10kt, suited a circuit to the grass Runway 24. The pilot reported that the final approach to the runway was stable at 60-65 kt, the same airspeed as on his previous approach, but that he flared late and landed hard on the firm surface. The nose gear and main landing gear collapsed and the propeller struck the ground; the aircraft veered to the right and stopped at the edge of the runway. During the landing the aircraft also suffered damage to its fuselage and the engine was

shock loaded. The pilot, who was wearing a lap strap and diagonal harness, was uninjured and exited the aircraft normally. There was no fire.

A witness to the accident commented that after a normal approach, the aircraft did not flare but appeared to pitch down just before striking the runway surface.

The pilot concluded that the accident was the result of misjudged handling of the aircraft during the landing. He stated that he is the owner of a Cessna 182 and that his previous experience also included other light aircraft.