

ACCIDENT

Aircraft Type and Registration:	Denney Kitfox Mk 3, G-BWWZ	
No & Type of Engines:	1 Rotax 912 piston engine	
Year of Manufacture:	1999	
Date & Time (UTC):	15 June 2008 at 1723 hrs	
Location:	City Airport Manchester (Barton)	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - 1 (Minor)	Passengers - N/A
Nature of Damage:	Damaged beyond economic repair	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	57 years	
Commander's Flying Experience:	1,224 hours (of which 657 were on type) Last 90 days - 31 hours Last 28 days - 8 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

Whilst landing at Barton the pilot lost control of the aircraft, which drifted to the left and struck trees and two cars in the airfield car park. The pilot was slightly injured.

History of flight

The pilot had flown to Barton to practise circuits, the wind was 270-300°/7-12 kt. After 38 minutes of circuits and five landings, the aircraft touched down on Runway 27 but bounced into the air again. The pilot applied power to soften the next landing, but it bounced a second time and by now the airspeed was deteriorating and the aircraft started to drift to the left. He applied full power to go around, adopting a nose-up attitude to climb away, but the aircraft kept drifting towards the

aircraft parking area. The pilot was reluctant to correct the drift because the airspeed was only some 5 mph above stall speed and the climb rate was poor.

Because he was watching the airspeed indicator and the aircraft's nose was high, the pilot did not see that he was heading towards some trees at the edge of the airfield car park. Having struck the trees the aircraft spun to the ground from about 30-40 feet, causing slight damage to two cars in the car park. The pilot evacuated the aircraft unaided but with minor injuries.

In a frank assessment of the cause of the accident, the pilot was of the opinion that he was "behind the aeroplane", that he should have reacted to the bounced

landings by applying more power and that he should have corrected the drift. By his own admission, when the aircraft was on the verge of stalling he was only

thinking about keeping the wings level and hoping to build airspeed.