

ACCIDENT

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| Aircraft Type and Registration: | Pulsar, G-LWNG | |
| No & Type of Engines: | 1 Rotax 582 piston engine | |
| Year of Manufacture: | 1992 (Serial no: PFA 202-11866) | |
| Date & Time (UTC): | 6 May 2013 at 1830 hrs | |
| Location: | Wing Farm, North Warwickshire | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - None |
| Injuries: | Crew - None | Passengers - N/A |
| Nature of Damage: | Damage to the leading edge on both wings and propeller blades | |
| Commander's Licence: | Private Pilot's Licence | |
| Commander's Age: | 74 years | |
| Commander's Flying Experience: | 1,000 hours (of which 30 were on type) Last 90 days - 0 hours (30 hours on motor glider) Last 28 days - 0 hours (10 hours on motor glider) | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

Synopsis

On the approach to an airstrip, and while flying into the sun, the aircraft flew through the top of a tree.

History of the flight

The pilot reported that he flew from the airstrip at Wing Farm to Bicester on the morning of the accident in order to carry out a cross-country flight in a motor glider. The flight in the motor glider lasted for approximately 4.5 hours and, after cleaning and putting the glider away, he departed in his aircraft at approximately 1730 hrs. The wind was from 200° and on arriving at Wing Farm the pilot positioned for a landing on Runway 29, which required a curved left-hand approach in order to remain clear of a number of trees. The sun was low on the horizon and would be in the pilot's field of vision during the approach.

The first approach was flown slightly fast and the pilot decided to go around. On the second approach he selected full flap which, with the recommended approach speed, resulted in a slightly nose-high attitude. The combination of the high nose attitude and the left bank required to fly the approach meant that the pilot did not realise that the crosswind had caused him to drift toward a tree located on the right side of the approach to the runway. The aircraft flew through the top of the tree causing some damage to

the wings and propellers. The pilot landed straight ahead in the field adjacent to the runway.

The pilot stated that he believed the accident occurred as a result of tiredness and his decision to land into the sun.