

ACCIDENT

Aircraft Type and Registration:	Skyranger Swift 912S(1), G-CGKZ	
No & Type of Engines:	1 Rotax 912ULS piston engine	
Year of Manufacture:	2010 (Serial no: BMAA/HB/596)	
Date & Time (UTC):	2 April 2013 at 1500 hrs	
Location:	Tarn Farm, Cockerham, Lancashire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to propeller, nosewheel, lower engine cowl and windscreen	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	68 years	
Commander's Flying Experience:	277 hours (of which 28 were on type) Last 90 days - 6 hours Last 28 days - 2 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft made a normal approach to the runway but as the pilot flared for touchdown, he experienced a strong gust of wind from the right. The right wing lifted and the nosewheel and left mainwheel struck the ground heavily. The nose landing gear collapsed and, after a short distance, the aircraft nosed over onto its back. Both occupants were able to exit the aircraft without difficulty.

History of the flight

Two pilots were carrying out a series of flights in order to maintain their recency. The accident flight was the fourth flight of the day and the commander's second; the preceding three flights were uneventful.

Tarn Farm airfield has two grass runways orientated 02/20 (310 m) and 10/28 (260 m). The weather was good, the surface wind generally 050° at 10 kt with occasional gusts, visibility in excess of 10 km, some broken clouds, temperature +7°C and a dew point of -4°C, QNH 1019 hPa. The Bowland Fells are some 5 nm to the east of the airfield and, when the wind has an easterly element, significant gusts and turbulence can be experienced. The windsock had indicated brief periods where the wind direction was from the east.

The aircraft departed from Runway 02 and climbed to the north before returning some 30 minutes later. The pilot decided to land on Runway 02 and joined

the right-hand circuit downwind, configuring with two stages of flap and aft trim. The circuit was normal with a slight drift to the left on the final approach.

The pilot flared the aircraft at the normal height and was positioned for the correct touchdown point. As the aircraft was about to touch down, a gust of considerable force from an easterly direction lifted the right wing, causing the nosewheel and left mainwheel to contact the surface of the runway heavily. The nose landing gear collapsed and folded under, causing the aircraft nose to slide along the grass surface. The aircraft gradually slowed and, as it was about to stop, the nose dug in and the aircraft slowly nosed over onto its back

and came to rest inverted. The pilot selected the fuel and electrical systems off and both occupants were able to exit the aircraft through the normal doors without difficulty.

The pilot assessed the cause of the accident as a sudden gust of wind, of considerable strength from the right, immediately before touchdown when the aircraft was at a very low height. The lifting of the right wing was sudden and the pilot was unable to correct the roll before the wheels struck the runway. Had there been more height, the pilot stated that he would have been able to correct the roll and initiate a go-around.