

## Denney Kitfox Mk 2, G-KITY

<b>AAIB Bulletin No: 11/2003</b>	<b>Ref: EW/G2003/09/11</b>	<b>Category: 1.3</b>
<b>Aircraft Type and Registration:</b>	Denney Kitfox Mk 2, G-KITY	
<b>No &amp; Type of Engines:</b>	1 Iame KFM 112 piston engine	
<b>Year of Manufacture:</b>	1998	
<b>Date &amp; Time (UTC):</b>	6 September 2003 at 1221 hrs	
<b>Location:</b>	Staverton, Gloucestershire Airport, Gloucestershire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Right main landing gear collapsed	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	53 years	
<b>Commander's Flying Experience:</b>	86 hours (all on type)	
	Last 90 days - 6 hours	
	Last 28 days - 5 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The aircraft departed from a farm strip at Widmerpool, Nottinghamshire, and flew to Gloucester, Staverton Airport. The weather conditions en-route were good with a westerly wind and cumulus cloud with a base varying between 2,500 and 3,500 feet agl. On arrival at Staverton the pilot joined the circuit overhead for Runway 27; the runway has an asphalt surface and landing distance available of 1,027 metres (3,370 feet).

The pilot described experiencing a significant updraft at the start of the final approach but later on the approach was stable with no evidence of a crosswind. He recalled being given landing clearance and a surface wind direction of 250°, but could not recollect the exact windspeed other than that it was light. The pilot reported that the aircraft touched down at an indicated airspeed of 55 miles per hour in a tail low attitude close to the intersection of Runway 18/36. As the main landing gear touched down the right leg collapsed, the left wing lifted and the aircraft slewed violently to the left through 90°. The landing was observed by ATC who confirmed the pilot's version of events. The aircraft came to rest on the runway and both persons on board were able to vacate without assistance.

The 1220 hrs aerodrome meteorological report was recorded as follows: Surface wind from 190° at 4 kt varying between 160° and 250°, visibility 10 kilometres, showers in the vicinity, scattered cloud at 2,500 feet, few cumulonimbus at 2,800 feet, few towering cumulus at 3,000 feet, temperature 20°C, dewpoint 10°C, and QNH 1015 mb. The pilot believed that he had experienced a substantial windshear during the landing leading to a loss of control of the aircraft. The weather conditions

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recorded above indicate that windshear could have been present but at the time of landing the reported meteorological conditions had not been received by the pilot.