

ACCIDENT

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| Aircraft Type and Registration: | Denney Kitfox Mk3 Kitfox, G-BXCW | |
| No & Type of Engines: | 1 Rotax 582 piston engine | |
| Year of Manufacture: | 2005 | |
| Date & Time (UTC): | 1 September 2006 at 1200 hrs | |
| Location: | Rollington Farm, near Corfe, Dorset | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - None |
| Injuries: | Crew - None | Passengers - N/A |
| Nature of Damage: | Damage to landing gear struts and anchor points | |
| Commander's Licence: | National Private Pilot's Licence | |
| Commander's Age: | 67 years | |
| Commander's Flying Experience: | 260 hours (of which 25 were on type) Last 90 days - 5 hours Last 28 days - 2 hours (all hours approximate) | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

Synopsis

The pilot made a steep approach due to the presence of power lines close to the landing area. This resulted in the aircraft bouncing on touchdown which the pilot attempted to control by lowering the nose, causing the aircraft to tip forward when it next touched down.

The accident occurred on 1 September 2006 and was reported to the AAIB on 20 April 2009.

History of the flight

The pilot had completed a local flight and was returning to land at the farm where the aircraft was based. The landing area comprised a large field with no marked strip, allowing takeoff and landing in any direction.

The pilot reported that the weather was good with a north-westerly wind favouring a landing from the south-east. This required a steep approach over power lines close to the edge of the field. The resultant touchdown caused the aircraft to bounce which the pilot attempting to recover from by lowering the nose. The aircraft touched down again and tipped onto its nose before falling back onto the landing gear. The pilot was uninjured and after making the aircraft safe, vacated the aircraft unaided.

Cause

The pilot considered the cause of the accident was his decision not to go around when high on the final

approach. Having bounced, his natural reaction was to push the nose forward which led to the aircraft tipping onto its nose.