

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Thruster T600N 450, G-KIPP	
<b>No &amp; Type of Engines:</b>	1 Jabiru Aircraft Pty 2200A piston engine	
<b>Year of Manufacture:</b>	2003	
<b>Date &amp; Time (UTC):</b>	29 May 2011 at 0940 hrs	
<b>Location:</b>	Field adjacent to Compton Abbas Airfield	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - 1 (Minor)	Passengers - 1 (Minor)
<b>Nature of Damage:</b>	Damage to fuselage, wings, rudder and landing gear, engine shock-loaded	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	55 years	
<b>Commander's Flying Experience:</b>	360 hours (of which 87 were on type) Last 90 days - 6 hours Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot was conducting an air experience flight with a passenger. He reports that, whilst on final approach to Runway 26, he encountered turbulence at 300 ft agl. The wind at the time was reported as 250° at approximately 12 kt. The pilot descended to 20 ft above the runway, at 50 kt IAS, with the aircraft flying into wind and with left aileron applied. The aircraft then encountered a gust of wind, causing it suddenly to lose height whilst rolling to the right, before bouncing firmly onto the runway, puncturing the right mainwheel. The aircraft yawed to the right and departed the runway, and despite the pilot

applying full power, the aircraft's nosewheel struck the top of a hedge. The aircraft came to rest inverted in a field, 10 m beyond the hedge line. The pilot turned the ignition switch and battery isolator to OFF and closed the fuel valve, although fuel was leaking from the left wing's fuel filler cap. The pilot vacated the aircraft after releasing his harness, and with the assistance of a nearby club member, he then helped the passenger to leave the aircraft. Both the pilot and passenger sustained minor injuries in the accident.