

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Dart Kitten II, G-AEXT	
<b>No &amp; Type of Engines:</b>	1 J.A.P. J99 piston engine	
<b>Year of Manufacture:</b>	1937	
<b>Date &amp; Time (UTC):</b>	11 August 2009 at 1815 hrs	
<b>Location:</b>	Marsh Hill Farm, Aylesbury, Buckinghamshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Inner tube blown, tyre shredded, part damage to right wheel, minor damage to underside of right wing skin	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	64 years	
<b>Commander's Flying Experience:</b>	232 hours (of which 1 was on type) Last 90 days - 14 hours Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

Whilst landing at a relatively narrow airstrip, in an aircraft unfamiliar to the pilot, a heavy landing ensued on the right main gear. This caused the right main wheel tyre to burst. Debris released from the tyre and wheel caused minor damage to the underside of the right wing. The aircraft slewed to the right and came to rest at the edge of the strip.

## History of the flight

The pilot had only recently become the owner of the aircraft, and had not flown it previously.

On the day the accident, it had been planned that the owner of the aircraft for the previous 22 years would fly

it from its new home base at Marsh Hill Farm Airstrip to RAF Halton, where the new owner would conduct his initial flights and generally familiarise himself with it, taking advantage of the wider runways at Halton. These are some 60 m wide, compared with 15 m at Marsh Farm. In the event, the previous owner was unfit to fly that day but, after discussing the situation with him, the new owner felt confident that he could fly it safely to Halton himself, where he would carry out his familiarisation flying and return to Marsh Farm as planned.

After waiting until the afternoon for a light wind straight down Runway 21, he took off without incident and, after about 25 minutes, executed a successful approach

and landing at Halton. He then took off again but, owing to restrictions imposed at the airfield, he was unable to carry out any further circuits or landings to further familiarise himself with the aircraft's handling and landing characteristics. After a further 25 minutes airborne, he returned to Marsh Farm and set up for a final approach to Runway 21.

During the approach, he concentrated on his height and positioning accurately for the runway centreline. Once over the hedge, he found that he had allowed the aircraft to drift left sufficiently to put the left wing over standing crop bordering the runway. He closed the throttle and applied aileron to regain the runway but did not lower the nose. During the course of this manoeuvre, the right wingtip stalled and the aircraft landed heavily on its

right main gear, breaking away a segment of wheel rim and bursting the tyre, causing its carcass to shed from the wheel. Wheel and tyre debris struck the underside of the right wing, causing minor damage, and the aircraft slewed to the right before coming to rest at the edge of the strip. After stopping the engine and shutting off the fuel, the pilot was able to leave the aircraft in the usual manner, without difficulty.

The pilot attributed the accident partly to his lack of familiarity on type and the relatively narrow width of the runway, bordered by standing crop, and to his failure to lower the nose upon closing the throttle. He also thought that the inappropriate use of ailerons at the resulting low airspeed contributed to the heavy landing.