

<b>Aircraft Type and Registration:</b>	Jabiru SK, G-BYNL	
<b>No &amp; Type of Engines:</b>	1 Jabiru Aircraft Pty 2200A piston engine	
<b>Year of Manufacture:</b>	1999	
<b>Date &amp; Time (UTC):</b>	22 April 2005 at 1115 hrs	
<b>Location:</b>	Slinfold (Welcross Farm) Airstrip, West Sussex	
<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>	Damage to the left side of the fuselage, the left wing and propeller	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	47 years	
<b>Commander's Flying Experience:</b>	163 hours (of which 26 on type) Last 90 days - 11 hours Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

### History of the flight

The pilot had completed maintenance work on the aircraft's engine and had elected to conduct a short airtest prior to the Permit-to-Fly renewal. The weather was good with a surface wind of 120°/10 kt, visibility of 9 km and a cloud base at 2,500 feet. The airstrip at Slinfold has a single grass runway orientated 22/04, 650 metres long by 40 metres wide with a house located at the north-eastern end near the threshold of Runway 22. A windsock is positioned on the north side of the runway approximately opposite its midpoint.

Having assessed the wind, the pilot decided to depart from Runway 22, accepting a small tailwind component in order to avoid overflying the house at the upwind end of Runway 04. The takeoff was normal and the aircraft was climbed to 1,500 feet tracking to the west of Brighton before returning to Slinfold. The pilot descended and joined the circuit, establishing on the final approach for Runway 22. The aircraft had the first of the two stages of flap selected down and the approach speed

was 60 kt. Grass cutting was in progress and the pilot continued his approach to a height of about 300 feet when he executed a go-around, taking up a left hand circuit at 1,000 feet.

After the grass cutter had cleared the runway and taking into account the crosswind component, the pilot decided to land on Runway 04. He made his approach at 60 kt, again with the first stage of flap lowered but realising he was high, he lowered full flap and tried to correct his approach angle. He also realised that his groundspeed was higher than normal but he was able to touch down at about the mid-point of the runway. The pilot applied the handbrake and the aircraft appeared to be skidding on the newly mown grass and moving towards the left side of the runway whilst still pointing along it.

The left main landing gear wheel dropped into a shallow drainage ditch and at the same time the wing and fuselage struck fence posts positioned adjacent to the runway. The propeller struck the ground and the engine stopped. The pilot was uninjured and having carried out the emergency shut down drills, he vacated the aircraft through the right (passenger) door.

### **Causal factors**

The pilot considered that the accident occurred because he had not checked the wind sock on his return to Slinfold, where the wind had veered by about 30° during his flight. The tail wind component during the second approach had contributed to his landing further along the runway and his attempt to stop before the end of the runway was the reason for his heavy braking. On reflection he considered he should have carried out a second go-around and re-assessed the wind.