

ACCIDENT

Aircraft Type and Registration:	Thruster T600N 450, G-ORUG	
No & Type of Engines:	1 Jabiru 2200A piston engine	
Year of Manufacture:	2003	
Date & Time (UTC):	26 November 2006 at 1600 hrs	
Location:	Near Haile Fort, Humberside	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Left wing structural damage, left wing lift-strut bent, propeller and cockpit nacelle broken	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	61 years	
Commander's Flying Experience:	110 hours (of which 100 were on type) Last 90 days - 20 hours Last 28 days - 6 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The pilot was practising cross-wind approaches on a beach, however he misjudged his height and landed unintentionally. During the attempted takeoff, the aircraft started to turn and the takeoff was abandoned, causing the nosewheel to dig into the sand and the aircraft flipped over and came to rest inverted.

History of the flight

The pilot returned to North Coates airfield after a 45 minute local flight. On reaching the overhead at 1,500 ft agl, he changed his mind and decided to practise cross-wind approaches along the coast instead. On reaching the sands just south of Haile Fort, he lined up on a southerly heading, parallel to the sea, and made

a glide approach towards the beach. The pilot states that his intention was to descend to about 50 feet before applying power and climbing away.

However, as he reached the point where he was about to round out, he was taken aback when the aircraft landed quite smoothly on the sand. After overcoming his initial surprise (he thought he had been at 50 feet), the aircraft rolled about 50 feet before he applied full power to attempt to take off. He then became aware that the aircraft was yawing to the left and, as it reached a point where it was heading for the sea, he throttled back to abort the takeoff. As he did so, the nosewheel dug into the soft sand and the aircraft flipped onto its

back; The pilot was unhurt and evacuated the aircraft without assistance.

Later, the aircraft was righted and pulled to safety with help from the Coastguard. The pilot freely admits

that he failed to judge his height correctly, possibly exacerbated by fading light, and that he used poor technique for what then effectively became a 'soft field' takeoff.