

ACCIDENT

Aircraft Type and Registration:	Pierre Robin R1180T, G-VECD	
No & Type of Engines:	1 Lycoming O-360-A3AD piston engine	
Year of Manufacture:	1979	
Date & Time (UTC):	25 April 2009 at 1703 hrs	
Location:	Eddsfield Airfield, East Yorkshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - 1 (Serious)
Nature of Damage:	Damage to wings, canopy and propeller	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	61 years	
Commander's Flying Experience:	274 hours (of which 102 were on type) Last 90 days - 19 hours Last 28 days - 12 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft was landing in a crosswind and the left wing rose after touchdown. During the pilot's attempt to correct this, the aircraft became airborne again and at the point of the second touchdown there was insufficient distance remaining to go around or to stop, resulting in the aircraft hitting a hedge at the end of the runway.

History of the flight

The aircraft had departed from Bourne Airfield and was returning to Eddsfield which is an unlicensed airfield with a grass runway designated 09/27. One commercial flight guide lists the runway's total length as 775 metres. Another guide listed the total length as 800 metres, but with an available distance of 700 metres for Runway 09. Measurements taken from 'Google Earth™' indicated

the distance from the 09 threshold to the 20-foot hedge at the far end to be approximately 730 metres. There were 80-foot high trees located 90 metres beyond this hedge.

When the pilot called Eddsfield Radio for landing information he was informed that there was a 12 kt crosswind from the south. The pilot carried out a circuit to the north of the airfield to check the conditions and then lined up for a normal crosswind approach to Runway 09. The pilot considered the crosswind to be within both his and the aircraft's capability. The pilot reported that the aircraft initially touched down normally, but then the left wing rose. The pilot tried to correct this but the aircraft lifted off the runway and at the point of the second

touchdown he considered that there was insufficient runway remaining for a go-around, so he accepted that he was probably going to hit the hedge at the far end. The aircraft suffered substantial damage when it hit the hedge and the passenger suffered serious injury.

Pilot's assessment of the cause of the accident

The pilot stated that he believed the cause of the accident to have been a change in wind direction to a partial tailwind.