

Jabiru SK, G-THOT

AAIB Bulletin No: 10/2002	Ref: EW/G2002/08/12	Category: 1.3
Aircraft Type and Registration:	Jabiru SK, G-THOT	
No & Type of Engines:	1 Jabiru Aircraft Pty 2200A piston engine	
Year of Manufacture:	1998	
Date & Time (UTC):	2 August 2002 at 1046 hrs	
Location:	Southery Airstrip, Norfolk	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to nose landing gear, propeller, engine and fuselage	
Commander's Licence:	Airline Transport Pilots Licence	
Commander's Age:	62 years	
Commander's Flying Experience:	14,952 hours (of which 44 were on type)	
	Last 90 days - 13 hours	
	Last 28 days - 5 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

G-THOT was being flown from White Waltham to a maintenance facility at Southery. The flight, which transited Luton CTR, was uneventful. Five minutes before the ETA at Southery the latest actual weather at Marham (about 8nm distant) was requested. The weather was reported as a visibility of 10 km with a wind from 180° at 6 kt gusting to 10 kt and a temperature of +23°C.

At Southery, two fly-pasts were carried out, during which it was confirmed from the airfield windsock that the wind was from 180° at 6 to 10 kt. The pilot then flew a left hand circuit for the grass Runway 27 which is 548 metres in length. The landing was with full flap at a reported airspeed of 60 kt. Due to possible windshear and the varying wind direction, an aiming point a little further down the runway than normal was selected. After the initial flare the aircraft floated with the ground speed significantly higher than expected. A go-around was considered at this point, however due to the height of trees at the end of the runway, coupled with the cross-wind and the

high temperature, it was determined by the pilot that this was not feasible. As a result the pilot opted to ease the stick forward to land the aircraft. As the aircraft was already in the flare, it touched down on all three gears simultaneously. The aircraft bounced and then landed in a slight nose down attitude. The nose gear collapsed, fracturing the propeller at the root and significantly shock loading the engine enough to crack the crankshaft.

After the accident, the local wind sock indicated that the wind was varying from 140° to 220° at 6 to 12 kt. Anecdotal evidence from other pilots suggests that the conditions on the day could have caused thermals, which, coupled with the tailwind, caused the aircraft to "float" and have a higher than expected ground speed.

G-THOT had been involved in an incident in July where a 'thump' was heard during take-off. Subsequent inspections of the nose leg and bulkhead attachments did not reveal any damage. The maintenance organisation repairing the aircraft subsequent to this accident has not found any evidence of previous damage to the nose leg, which could have contributed to the collapse.