

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Flight Design CT2K, G-CBEX	
<b>No &amp; Type of Engines:</b>	1 Rotax 912 ULS piston engine	
<b>Year of Manufacture:</b>	2001 (Serial no: 7867)	
<b>Date &amp; Time (UTC):</b>	2 March 2013 at 1500 hrs	
<b>Location:</b>	Private airstrip near Heckington, Lincolnshire	
<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 left wing, landing gear, fuselage and propeller	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	51 years	
<b>Commander's Flying Experience:</b>	556 hours (of which 278 were on type) Last 90 days - 8 hours Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The aircraft had flown from its base near Newark-on-Trent to the airstrip, about 17 nm away. On arrival, a person on the ground informed the pilot by radio that the landing direction at the east-west orientated grass strip was to the west. The weather was fine, with a light surface wind from north or north-west. The pilot flew a right hand finals turn to a normal landing on the strip, which the pilot described as wet. After a short ground run, the aircraft encountered a bump and became airborne again for a time. When it landed again, the pilot applied the brakes, but this induced a skid and the aircraft veered

to the left. The pilot regained control but, having insufficient runway remaining to abandon the landing, attempted a controlled run off onto an adjacent track. However, the left main wheel caught in a dyke and the left wing struck a tree. The aircraft yawed through 360° and came to rest.

The pilot observed that the best course of action would have been to go-around after the initial bounce. He had not landed at the airstrip before and was unaware that the last 100 m of the strip sloped downwards.