

ACCIDENT

Aircraft Type and Registration:	Ikarus C42 FB80, G-SJEN	
No & Type of Engines:	1 Rotax 912-UL piston engine	
Year of Manufacture:	2004	
Date & Time (UTC):	17 July 2007 at 1815 hrs	
Location:	¼ nm east of Strathaven Airfield, Lanarkshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to propeller, engine, engine cowling, landing gear and fuselage .	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	36 years	
Commander's Flying Experience:	255 hours (of which 145 were on type) Last 90 days - 67 hours Last 28 days - 22 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft was making an approach to land on Runway 09 when the pilot assessed that the wind had shifted and favoured a landing on Runway 27. He carried out a missed approach and, having raised the flaps, entered a right turn for a short circuit to the south, to position the aircraft on final approach for the reciprocal runway. During the turn the aircraft stalled and landed heavily in an almost level attitude in a field of long grass. The aircraft was extensively damaged but neither the pilot nor his passenger was injured.

History of the flight

The aircraft, which was operating close to its maximum total weight authorised (MTWA), was returning to the

airfield after a short flight in the local area. The surface wind was reported as having been from the east at 4.5 kt to 9 kt; towering cumulus and cumulonimbus clouds were nearby, over a ridge of hills 4 nm to the south. The visibility was greater than 10 km and the broken cloudbase overhead the airfield was at 3,000 ft agl. The pilot planned to land beyond the normal touchdown point, touching down on the smoother part of grass Runway 09. On final approach, he noticed from the airfield's windsock that, in the short period of time since being on the downwind leg of the circuit, the wind had shifted through 180° and was now favouring a landing on Runway 27. A go-around was commenced and the flaps were retracted; during the go-around lightning

was observed over the hills to the south.

The intention was to carry out a short circuit to the south of the airfield, over lower ground, before establishing the aircraft on left base for Runway 27 at 500 ft agl. As the aircraft turned to the right over some trees, at a height of approximately 300 ft agl, the pilot reported that the controls became ineffective. Witnesses at the airfield saw G-SJEN descend steeply before it disappeared from view behind trees. The pilot has no recollection of the sequence of events between the controls becoming ineffective and seeing the propeller striking the ground as the aircraft slid to a halt in a field ¼ nm to the east of the airfield.

Having made the aircraft safe, the pilot and his passenger, who were both wearing four point harnesses, vacated the aircraft through their respective doors. They were uninjured and were soon joined by staff and members from the airfield. Witness marks in the well established

long grass indicated that the aircraft had been in a left wing low attitude just before making a heavy three-point landing on its landing gear. During the landing the nose and left main landing gear collapsed and the aircraft came to a stop after slewing through about 90° to the left.

The aircraft suffered damage to the propeller, the nose and both main landing gear, the fuselage, the engine mounts and the engine cowling.

Meteorological observations at 1820 hrs at nearby Glasgow and Prestwick Airports recorded surface winds from 240° at 11 kt and from 260° at 8 kt, respectively. The aircraft weighed 440 kg; close to its MTWA of 450 kg.

The pilot concluded that the aircraft had stalled in the turn. He considered that possible windshear, associated with the nearby cumulonimbus clouds, a downdraught in the lee of the trees over which he flew and concern about the lightning were contributory factors.