

ACCIDENT

Aircraft Type and Registration:	MCR-01 ULC Banbi, G-NONE	
No & Type of Engines:	1 Rotax 912S piston engine	
Category:	1.3	
Year of Manufacture:	2004	
Date & Time (UTC):	26 June 2005 at 1310 hrs	
Location:	Bolt Head Airfield near Salcombe, Devon	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Right landing gear leg collapsed, nose leg bent, right flap damaged and general minor damage	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	58 years	
Commander's Flying Experience:	248 hours (of which 21 were on type) Last 90 days - 21 hours Last 28 days - 21 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

History of the flight

The pilot and his passenger took off from Branscombe Airfield near Exeter at approximately 1230 hrs for a flight of about 30 minutes to Bolt Head Airfield, near Salcombe. Based on observations of the wind sock positioned on the airfield at Bolt Head, the pilot estimated the wind for landing was from the north-east at between 10 and 20 kt. The airfield consisted of a single grass runway which at the time of the accident had a tall crop of barley running along either side of the runway's edge.

The pilot landed on the into-wind runway, Runway 11, after what he described as a bumpy approach due to the windy conditions. He touched down on the centreline

but the aircraft then started to veer to the left, weather-cocking into the wind. The pilot attempted to straighten the aircraft by use of the rudder but despite using full right rudder he was unable to prevent the left wing tip clipping the crops on the left-hand edge of the runway. This swung the aircraft left through about 100°, bringing it to rest just off the runway, with the engine stalled. During the rapid deceleration the right main gear collapsed, damaging the right-hand flap as the wing hit the ground. The pilot made the switches safe before he and his passenger were able to vacate the aircraft in the normal manner, with no injuries.

Meteorological information

The nearest airports to Bolt Head are Exeter and Plymouth. At 1220 hrs the METAR for Exeter Airport stated that the surface wind was 080°/08 kt and 30 minutes later it was 040°/08 kt. The equivalent recordings for Plymouth Airport were 070°/10 kt and 060°/09 kt. However, at both airports the wind direction became variable after 1150 hrs; at Exeter it varied between 060° and 130° whereas at Plymouth it varied between 010° and

120°. There was scattered cumulus cloud in the region at 3,500 ft and the 2,000 ft wind was approximately 090°/15 kt.

Pilot's assessment

The pilot believed his inability to keep the aircraft straight was compounded by it being light on its nosewheel, which possibly resulted in the steering remaining in the straight ahead locked position.