

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Dynamic WT9 UK Dynamic, G-JFDI	
<b>No &amp; Type of Engines:</b>	1 Rotax 912-UL piston engine	
<b>Year of Manufacture:</b>	2007	
<b>Date &amp; Time (UTC):</b>	23 May 2009 at 1600 hrs	
<b>Location:</b>	Kimbolton Airstrip, Cambridgeshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Damage to right flap; right landing gear collapsed	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	59 years	
<b>Commander's Flying Experience:</b>	88 hours (of which 45 were on type) Last 90 days - 9 hours Last 28 days - 5 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

### Synopsis

On landing the pilot raised the nose of the aircraft sufficiently for the tail to contact the ground. As a result he was unable to steer the aircraft properly, resulting in it departing the runway and causing the right gear to collapse.

### History of the flight

The pilot made an uneventful approach to the landing strip, using three stages of flap. On touchdown he kept the nose of the aircraft high to protect the nosewheel from any ruts or bumps on the grass surface. At a speed of about 20-25 mph the aircraft started to drift to the left which the pilot attempted to correct by applying right rudder, but the pedal was "stiff and incompressible". The aircraft continued to the left, the left wing tip clipping a

rape crop growing adjacent to the strip, swinging it still further to the left. This caused the aircraft to depart the airstrip, collapsing the right landing gear.

### Cause

The pilot stated that he normally landed with only two stages of flap and that he usually operated from a concrete runway. This contributed to him raising the nose more than usual on landing, sufficient for the tail skid to contact the ground. The skid had then dug into the ground allowing the lower part of the rudder to contact the grass. The aircraft has a steerable nosewheel which operates through the rudder pedals, but by restricting the rudder's movement, as in this case, the pilot's ability to steer the aircraft was significantly affected.