ACCIDENT

Aircraft Type and Registration:	Jabiru UL-450, G-BZGT
No & Type of Engines:	1 Jabiru Aircraft PTY 2200A piston engine
Year of Manufacture:	2000
Date & Time (UTC):	17 October 2010 at 1015 hrs
Location:	Farm strip, Weston Zoyland, Somerset
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Lacerations to top of wing and nosewheel bracket twisted
Commander's Licence:	Private Pilot's Licence
Commander's Age:	59 years
Commander's Flying Experience:	505 hours (of which 156 were on type) Last 90 days - 37 hours Last 28 days - 6 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

Synopsis

Shortly before touching down, the pilot attempted to apply more right aileron, but was unable to do so. The aircraft bounced on touchdown and during the landing roll the left wing struck some crops and the nosewheel mechanism was damaged. Subsequent inspection found that the right seat headset cable had restricted the movement of the exposed aileron bell crank and pushrod assembly located behind the seats.

History of the flight

The aircraft has two seats positioned side by side. Behind the seats is the fuel tank, to the top rear of which are mounted the electrical connectors for the left and right headsets; the radio is fitted to the instrument panel. Located between the lower rear of the seats and the forward section of the fuel tank is an exposed bell crank and pushrod assembly which transfers lateral movement of the control stick to the ailerons.

During the previous two days, the pilot had flown a number of times with different passengers. On the day of the accident he returned from his second flight to land on grass Runway 27. He was flying from the left seat, with the unused right headset placed over the front of the right seat back. The flight had been uneventful, and with the wind from approximately 310° at 10 kt, the pilot adopted a right wing-down attitude as he positioned the aircraft onto the final approach. As the

aircraft neared the threshold, the pilot attempted to apply more right aileron, but noticed that movement of the control stick had become stiff and he was unable to increase the bank angle with aileron alone. He applied right rudder, positioning the aircraft's nose more into wind, before applying left rudder during the flare. The aircraft bounced slightly on touchdown and, during the rollout, the left wing struck some crops at the side of the runway. The aircraft came to a stop on the left side of the runway and the uninjured pilot vacated the aircraft unaided.

A subsequent examination found that the right headset cable had become lodged below the aileron bell crank, restricting its movement. The pilot stated that he normally secured both headset cables to the overhead panel using a removable strap, and that he usually checked this as part of his pre-flight inspection.

Since the accident the pilot has permanently attached the headset cabling to the overhead panel. He also advised that he was assessing the possibility of installing a panel to cover the exposed area of the aileron bell crank and pushrods. The manufacturer advised that it does not produce such a panel, but is aware that some aircraft have been fitted with panels, of varying designs, by other owners. For this class of aircraft within the UK, information and guidance on the approval of modifications can be obtained from the LAA.