

ACCIDENT

Aircraft Type and Registration:	Escapade Jabiru (3), G-PADE	
No & Type of Engines:	1 Jabiru 2200A piston engine	
Year of Manufacture:	2004	
Date & Time (UTC):	9 September 2007 at 1344 hrs	
Location:	Lydd Airport, Kent	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Broken propeller and landing gear, abraded wing tip	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	55 years	
Commander's Flying Experience:	393 hours (of which 66 were on type) Last 90 days - 17 hours Last 28 days - 9 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

During a crosswind landing the aircraft touched down whilst drifting to the left. The left wing tip touched the runway and the left landing gear failed allowing the propeller to make contact with the runway.

Aircraft description

The Escapade is a two-seat, three-axis, high-wing aircraft that can be fitted with either a nose or tail wheel. The aircraft involved in this accident had been assembled from a kit, by the pilot, in the tail wheel configuration.

History of the flight

On the day prior to the accident the pilot had flown his first cross-channel flight as pilot-in-command to Abbeville in France. The accident occurred the following day as he

returned to his private farm strip via Lydd Airfield, in loose formation with the three other similar sized aircraft that had joined him on the trip.

The pilot reported that the flight to Lydd took about three hours and he contacted Lydd Approach before joining overhead for a landing on Runway 03. He reported that as he started to round out, the aircraft ballooned about four feet into the air before it settled back towards the runway. Then, just as the aircraft was about to touch down, it weathercocked into wind. The pilot said he corrected this movement by applying left rudder, but the right wing lifted and the aircraft started to drift to the left. The left main wheel touched down and shortly afterwards the left wing tip made contact

with the runway. Almost immediately the left landing gear broke away from the aircraft, the propeller struck the runway and the aircraft slewed to the left coming to rest approximately 90° across the runway. The pilot, who was unhurt, turned off the magneto switches, the electrical master switch and the fuel before vacating the aircraft.

Weather

ATC at Lydd commented that due to the coastal effects it is not unknown for the wind direction to vary along the runway. ATC records show that at 1320 hours the wind was from 120° at 6 kt and just after the accident, at 1350 hours, it was from 150° at 8 kt. It is, therefore, probable that the pilot landed with a slight tail wind.

Pilot's comments

The pilot's report contained a very honest account of the factors that he felt contributed to the accident. He commented that he felt tired as he neared the end of the flight, which he believed was probably a result of the nervous energy generated by his first solo flights across the channel. He normally operated from a small grass strip which demanded his full concentration, but the combination of his tiredness and the long asphalt runway at Lydd meant that he relaxed and let his concentration drop. When things started to go wrong he was reluctant to go around, given the size of his aircraft and length of the runway, and remembers being conscious of what people might say. The pilot concluded his report by saying that he had learned a huge lesson.