

# Tri Kis, G-OKPW

<b>AAIB Bulletin No:</b> 12/2002	<b>Ref:</b> EW/G2002/08/27	<b>Category:</b> 1.3
<b>Aircraft Type and Registration:</b>	Tri Kis, G-OKPW	
<b>No &amp; Type of Engines:</b>	1 Jabiru Aircraft Pty 3300A piston engine	
<b>Year of Manufacture:</b>	1994	
<b>Date &amp; Time (UTC):</b>	21 August 2002 at 1025 hrs	
<b>Location:</b>	Deanland, East Sussex	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to airframe and propeller	
<b>Commander's Licence:</b>	Private Pilots Licence	
<b>Commander's Age:</b>	67 years	
<b>Commander's Flying Experience:</b>	510 hours (of which 327 were on type)	
	Last 90 days - 9 hours	
	Last 28 days - 4 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot had planned to fly from Deanland to Lydd Airport to refuel in preparation for an onward flight to France. The weather was good with an estimated surface wind of 340°/8 to 10 kt. For takeoff, the pilot used the full length of Runway 06; the runway was 500 metres long with a dry grass surface.

With the crosswind from the left, the pilot applied some into-wind aileron. About half way down the runway, the aircraft was tracking slightly left of the centre-line and so the pilot applied some right rudder. He was then aware of the aircraft hitting a bump and the left wing rising very quickly. Before he was able to correct the situation, G-OKPW was some 45° off runway heading to the right. The aircraft passed over the adjacent taxiway towards an area of rough grass, and touched down on the right main gear before bouncing onto the left main gear. During this landing the nose gear became distorted and allowed the tips of the propeller to contact the ground. When G-OKPW

came to rest, immediately before a hedge and some trees, the pilot switched off the ignition and vacated the aircraft through the left door.