
ACCIDENT

Aircraft Type and Registration:	Jabiru SK, G-BYIA	
No & Type of Engines:	1 Jabiru Aircraft PTY 2200A piston engine	
Year of Manufacture:	1999	
Date & Time (UTC):	17 April 2010 at 1045 hrs	
Location:	Fishburn Airfield, County Durham	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to both wings, right main landing gear; nosewheel, propeller, engine mountings and windscreen	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	57 years	
Commander's Flying Experience:	216 hours (of which 15 were on type) Last 90 days - 2 hours Last 28 days - 2 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

After a touchdown on an undulating runway the aircraft became airborne again and stalled. The pilot assessed that the probable cause of the accident was that he inadvertently retracted all of the flap, instead of retracting it to the first stage.

History of the flight

The pilot completed a full external and internal pre-flight check of the aircraft, with the intention of carrying out a number of circuits of the airfield, each one to culminate in a full-stop landing. Engine power and the pre-departure checks were carried out and one full-stop circuit was successfully completed. The pilot took off for the second circuit and during the downwind leg

selected the first stage of flap. When established on final approach he selected full flap. The pilot reported that the approach, flare and initial touchdown were normal but, shortly after the touchdown, the aircraft became airborne again. The pilot also commented that the airstrip was undulating and quite bumpy. He initiated a go-around, applied full power and selected the first stage of flap. The pilot then noticed that the aircraft was not climbing and that the stall warning was sounding, shortly after which the right wing dropped and the aircraft hit the ground, first with the right landing gear wheel and then with the nosewheel. After the aircraft came to rest the pilot switched off all the systems and exited through the pilot's door. No injuries were sustained.

The pilot assessed that the probable cause of the accident was that he inadvertently retracted all of the flap, instead of retracting it to the first stage, and this allowed the aircraft to enter a stall.