

Jabiru UL, G-MGCA

AAIB Bulletin No: 10/2002	Ref: EW/G2001/08/26	Category: 1.3
Aircraft Type and Registration:	Jabiru UL, G-MGCA	
No & Type of Engines:	1 Jabiru Aircraft Pty 2200A piston engine	
Year of Manufacture:	1999	
Date & Time (UTC):	30 August 2001 at 1416 hrs	
Location:	Redhill Aerodrome, Surrey	
Type of Flight:	Type Conversion training	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Collapsed nosewheel and damaged propeller	
Commander's Licence:	Private Pilots Licence	
Commander's Age:	48 years	
Commander's Flying Experience:	2,700 hours (of which 2,500 were on type)	
	Last 90 days - 25 hours	
	Last 28 days - 0 hours	
Information Source:	Aircraft Accident Report Form submitted by the Flying Instructor	

The Flying Instructor (FI) reported that the aircraft was being used for the type conversion of a pilot qualified on other microlight aircraft, but who was not familiar with the Jabiru type. During dual circuit training, the pilot under instruction touched down and over-reacted with a pitch control input. The aircraft bounced and he pushed the stick forward.

On the next landing the nose leg collapsed. The FI considered that the leg was weakened during the bounced landing, which developed as the result of his late intervention on the controls. The FI further noted that this aircraft type is difficult to land.

G-MGCA has been involved in a number of previous accidents, which have been reported upon by the AAIB. A study of these, however, does not indicate a common factor other than two instances

of landing gear damage (one other to the nose landing gear and one to the left main landing gear) which occurred during landings.

Although these suggest that the instructor's opinion of the type's landing qualities may be valid, the type in general does not appear to have an unusually prevalent history of such accidents whilst in use in the United Kingdom. Of the incidents and accidents to the type notified to the AAIB over the past four years, there have been four instances of nose landing gear failure and two instances of left main landing gear failure. There are currently over 90 aircraft of this type on the UK register.