

ACCIDENT

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| Aircraft Type and Registration: | Skyranger 912(2), G-CDWB | |
| No & Type of Engines: | 1 Rotax 912-UL piston engine | |
| Year of Manufacture: | 2006 | |
| Date & Time (UTC): | 27 July 2008 at 1345 hrs | |
| Location: | Roche Airfield, Cornwall | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - 1 |
| Injuries: | Crew - 1 (Minor) | Passengers - 1 (Minor) |
| Nature of Damage: | Nosewheel, engine cowling, and nose landing gear | |
| Commander's Licence: | Private Pilot's Licence | |
| Commander's Age: | 59 years | |
| Commander's Flying Experience: | 283 hours (of which 240 were on type) Last 90 days - 18 hours Last 28 days - 5 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

Synopsis

After completing a normal approach and touchdown on the north-westerly runway at Roche Airfield, the pilot realised that the aircraft's ground speed appeared higher than normal. Despite the application of the wheel brakes, the aircraft failed to decelerate as expected. With insufficient distance available to get airborne again, the pilot continued with the landing but the aircraft struck

a boundary fence at approximately 20 mph and became inverted. After leaving the aircraft, the pilot observed that the wind was now coming from the south-east. It is therefore probable that, at some point during the approach, a change in wind direction resulted in the aircraft landing with a tailwind, which produced the higher than expected ground speed.