

No: 8/92

Ref: EW/G92/06/29

Category: 1c

Aircraft Type and Registration: Streak Shadow K-176 SA, G-BUGM

No & Type of Engines: 1 Rotax 582 piston engine

Year of Manufacture: 1992

Date & Time (UTC): 27 June 1992 at 1230 hrs

Location: Long Marston Airfield, Warwickshire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Moderate damage to most of the airframe

Commander's Licence: Private Pilot's Licence

Commander's Age: 20 years

Commander's Flying Experience: 62 hours (of which 4 were on type)
Last 90 days - 4 hours
Last 28 days - 4 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The forecast weather for Long Marston, obtained at 0900 hrs, was similar to that observed by the pilot on arrival, and was: Variable wind at 10 kt, 8 km visibility with broken stratocumulus between 3000 and 9000 feet. The temperature was +28°C.

The pilot was making a normal full flap approach to runway 22, which is tarmac surfaced and measures 1000 X 50 metres. At a height of about 15 feet, despite the selection of full power, strong thermal turbulence caused the aircraft to sink and full left rudder was inadequate to prevent a severe swing to the right as the right mainwheel contacted the ground. The right wing then started to drop, but the pilot was able to hold it off the ground with full left aileron until the airspeed decayed, at which point it contacted the grass and swung the aircraft through 90°. When the aircraft came to rest, the pilot switched off the fuel and the ignition and both occupants quickly disembarked.

Both the pilot and the passenger were wearing a full safety harness which remained intact throughout the accident sequence, and there was no fire.

After they left the aircraft, they saw a small whirl wind to the left side of the runway threshold and, ten minutes later, two aircraft on the apron were damaged by a wind which caused the windsock to point vertically up for about ten seconds.

History of Flight

The aircraft was based on the flight log of the pilot-in-command, who stated that the aircraft was on the ground at 0930 hrs for a short flight to the runway. The pilot-in-command reported that when he had been advised that there was an extensive area of cloud from which precipitation in the form of snow was falling, the possibility of flying toward the runway was deemed to be a suitable alternative and was for to pass. The aircraft, which had only flown in the vicinity of the runway, was then to descend and the rotor blades had down. The snow storm passed after the aircraft had descended to the ground. The pilot-in-command noted that there was a light covering of snow on the ground of the windscreen but the parachute separator worked and the rotor blades appeared to be clear. He did not inspect the intake area of the engine through the windscreen. The engine cowling. As he got airborne as the commander noted that the windsock indicated almost immediately. The windsock was the flow, as it was at about 1000 feet altitude.