

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Jabiru UL, G-BYNR	
<b>No &amp; Type of Engines:</b>	1 Jabiru Aircraft PTY 2200A piston engine	
<b>Year of Manufacture:</b>	1998	
<b>Date &amp; Time (UTC):</b>	7 June 2011 at 1900 hrs	
<b>Location:</b>	Rufforth Airfield, North Yorkshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - 1 (Minor)	Passengers - N/A
<b>Nature of Damage:</b>	Damage to wing and landing gear	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	71 years	
<b>Commander's Flying Experience:</b>	1,046 hours (of which 750 were on type) Last 90 days - 33 hours Last 28 days - 13 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The aircraft was seen to clip a tree at about 50 feet on final approach and dive into the ground. The pilot commented that he had allowed his need for a toilet call to blur his concentration.

**History of the flight**

The pilot had set off from Husbands Bosworth after a light meal and two mugs of tea. After about 45 minutes he decided that he might need a "toilet call" but had already passed Hedon, Sturgate and North Moor, all of which he visited regularly. He was considering landing at Breighton but decided that, with only 15 minutes to go, he would continue on to Rufforth.

At Rufforth, with the toilet call still on his mind, the pilot joined the downwind leg for Runway 23, knowing that the wind was blowing from the south. He remembers turning onto base leg and then lining up on finals, with the runway straight ahead, but nothing else until he was crawling out of the aircraft. Witnesses at the airfield saw the aircraft clip a tree at about 50 feet on final approach and "nose dive" into the ground. The pilot was taken to hospital with head and wrist injuries.

The pilot commented in his frank report that he considered a major causal factor in the accident to be that he allowed his need for a toilet call to blur his concentration during the final approach.