

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Pioneer 200, G-CEVJ	
<b>No &amp; Type of Engines:</b>	1 Rotax 912-UL piston engine	
<b>Year of Manufacture:</b>	2007 (Serial no PFA 334-14710)	
<b>Date &amp; Time (UTC):</b>	25 March 2012 at 1625 hrs	
<b>Location:</b>	Godney Moor Airfield, Somerset	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - 1 (Serious)	Passengers - N/A
<b>Nature of Damage:</b>	Damaged forward and underside of fuselage, landing gear, propeller, cockpit cover and flaps	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	67 years	
<b>Commander's Flying Experience:</b>	218 hours (of which 71 were on type) Last 90 days - 3 hours Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and photographs and witness accounts supplied by the police	

## Synopsis

The aircraft struck power lines whilst landing at a small airstrip. The pilot was aware of the hazard but did not recall seeing the power lines before the aircraft struck them. Recent changes in the physical environment around the airstrip since the pilot last flew from there may have contributed to an unusual visual effect which caused him to fly lower on approach than he intended.

## History of the flight

The pilot made an uneventful flight to Compton Abbas earlier in the day and had departed there at 1600 hrs for the return flight to Godney Moor. The grass airstrip at Godney Moor is orientated 01/19 and approximately

600 m in length. The approach in the 01 direction passes over two sets of power lines, both orientated east-west: high voltage transmission lines pass 1,400 m south of the airstrip, and smaller lines supported by wooden poles pass about 100 m south.

The pilot was in contact with ATC at Bristol Airport and advised them that he was preparing to land. The wind at the airstrip was easterly at about 8 kt but gusty, presenting a crosswind approach and landing. The strip was relatively narrow and bounded on both sides by agricultural electric fencing, so the pilot was conscious of the need for accurate lateral positioning.

The aircraft struck the smaller power lines on approach and crashed a short distance further on, between the power lines and the airstrip. The pilot, who was wearing a full harness, was seriously injured, although he had vacated the aircraft by the time a local resident arrived to assist. The emergency services attended and the pilot was airlifted to hospital. Photographs of the scene showed the aircraft in an upright but nose-low attitude with the nose leg having detached. The aircraft's flaps were lowered, consistent with the intended landing.

The pilot did not recall specific details of the accident. He was well aware of the position of both sets of power lines and of the hazard they posed, but on this occasion

he did not remember seeing them. He reported that the airstrip had until recently been surrounded by overgrown hedges and trees to about 30 ft in height, particularly to each side, but these had been cut down in the three weeks since he had last flown from the airstrip. He considered that he might therefore have been subject to an unusual visual effect which caused him to approach the strip lower than he intended. The added distraction presented by the demands of the crosswind may have also contributed to the accident.