Renegade Spirit UK, G-MWWD

AAIB Bulletin No: 8/99 Ref: EW/G99/05/45   Category: 1.4

Aircraft Type and Registration:	Renegade Spirit UK, G-MWWD
No & Type of Engines:	1 Rotax 582 piston engine
Year of Manufacture:	1991
Date & Time (UTC):	31 May 1999 at 1250 hrs
Location:	Windrush Airstrip, South of Little Rissington, Gloucestershire
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - None
Injuries:	Crew - None - Passengers - N/A
Nature of Damage:	Both wings, propeller and tailplane
Commander's Licence:	Private Pilot's Licence (Microlight)
Commander's Age:	59 years
Commander's Flying Experience:	140 hours (of which 72 were on type)
	Last 90 days - 12 hours
	Last 28 days - 9 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The aircraft arrived overhead Windrush Strip at the same time as three other aircraft. The pilot of G-MWWD elected to remain in the overhead while the other aircraft landed and he watched each of them make a successful landing. He then carried out a descent and turned into a left hand circuit for Runway 04 and carried out a landing. During the landing the aircraft sank into the grass surface and at about 25 kt the mainwheels stopped abruptly, pitching the aircraft forward onto the nose. The aircraft came to rest upside down and the pilot who was wearing a full shoulder harness was able to vacate the aircraft uninjured.

After vacating the aircraft the pilot noticed that the grass was 30 to 45 cm long and he attributed the cause of the accident to the long grass. The pilot remarked that at no time had any of the other pilots given a signal regarding a possible problem with the airstrip. Unlike the various other types of aircraft that had landed earlier G-MWWD was fitted with wheel spats. The CAA General Aviation Safety Sense leaflet 12B "Strip Sense" suggests that as a rule of thumb grass length should not be more than 30% of the diameter of the wheel of an aircraft.