

**ACCIDENT**

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|--|---|-------------------|
| <b>Aircraft Type and Registration:</b> | Samba XLA, EI-JIM   |                   |
| <b>No &amp; Type of Engines:</b>       | 1 Jabiru 330 piston engine  |                   |
| <b>Year of Manufacture:</b>            | 2006  |                   |
| <b>Date &amp; Time (UTC):</b>          | 18 August 2012 at 1330 hrs  |                   |
| <b>Location:</b>                       | Chatteris Airfield, Cambridgeshire  |                   |
| <b>Type of Flight:</b>                 | Private   |                   |
| <b>Persons on Board:</b>               | Crew - 1  | Passengers - 1    |
| <b>Injuries:</b>                       | Crew - None   | Passengers - None |
| <b>Nature of Damage:</b>               | Damage to landing gear, wings and tailplane   |                   |
| <b>Commander's Licence:</b>            | Private Pilot's Licence   |                   |
| <b>Commander's Age:</b>                | 55 years  |                   |
| <b>Commander's Flying Experience:</b>  | 1,172 hours (of which 498 were on type)<br>Last 90 days - 23 hours<br>Last 28 days - 18 hours |                   |
| <b>Information Source:</b>             | Aircraft Accident Report Form submitted by the pilot  |                   |

The aircraft, which was visiting from Ireland, flew from Duxford to Chatteris with the pilot and a passenger on board. The weather was fine, with a surface wind at Chatteris estimated at 230° at 4 kt. When the pilot contacted the airfield by telephone beforehand, he was informed that it was a busy parachuting airfield, given a frequency to call on arrival, and advised to consult a flight guide for airfield information.

On arrival at Chatteris, the pilot made radio contact with a parachute jump aircraft and delayed his join until being informed that all parachutists had landed. The pilot positioned for landing on the grass Runway 23,

which was listed in a commercial flight guide as being 11 m wide. Just before touchdown, the aircraft's right wing contacted vegetation to the right of the runway, causing it to yaw through 180° and depart the runway about 200 m from the threshold. In his report, the pilot stated that the wing had struck vegetation over 1 m high, and that the runway strip was in fact only mowed to a width of about 6 m. The aircraft has a low-wing configuration of 10 m span.