

ACCIDENT

Aircraft Type and Registration:	Easy Raider J2.2(1), G-OESY	
No & Type of Engines:	1 Jabiru 2200 piston engine	
Year of Manufacture:	2002	
Date & Time (UTC):	17 February 2007 at 1245 hrs	
Location:	Stoke Airfield, Isle of Grain	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to left main landing gear structure	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	44 years	
Commander's Flying Experience:	467 hours (of which 75 were on type) Last 90 days - 4 hours Last 28 days - 3 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

Following a steeper than normal approach, the aircraft made a heavy landing causing damage to the left main landing gear structure.

History of the flight

The Easy Raider is a homebuilt microlight aircraft operated under a Permit to Fly. The aircraft has a high-wing, tailwheel configuration and a conventional three-axis flying control system. The pilot was undertaking a short cross-country flight from Plaistows airfield near St Albans to Stoke airfield on the Isle of Grain. The weather conditions were scattered cloud above 1,000 feet, visibility greater than 10 km and a south-south-westerly wind of 7 to 10 kt. The pilot flew a standard approach involving an overhead join and

a curved final approach to Runway 24L (grass). He maintained an airspeed approximately 10 mph higher than normal to account for the light crosswind from the left. He later reported that, on short final, he was too fast and approaching at a steeper angle than normal. He then initiated the flare late which resulted in a heavy landing on all three wheels simultaneously. He taxied the aircraft off the runway, parked and then shut down. The aircraft was found to have suffered damage to the left main landing gear structure, which included a bent longeron tube and a broken crosstube.

Pilot's comments

The pilot reported that, in an effort to avoid sink over the hangar near the end of the runway, he maintained a speed

that was too high and a descent angle that was too steep. Consequently, his late and insufficient flare resulted in a heavy landing. He further stated that the runway was

long enough for him to have reduced his approach angle and landed further down the runway.