Jabiru UL, G-BYIF

AAIB Bulletin No: 11/99 Ref: EW/G99/07/32 Category: 1.3

Aircraft Type and Registration:	Jabiru UL, G-BYIF
No & Type of Engines:	One Jabiru 2200 A/J piston engine
Year of Manufacture:	1999
Date & Time (UTC):	24 July 1999 at 1730 hrs
Location:	Stowting Rough Airstrip near Ashford, Kent
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - 1
Injuries:	Crew - None - Passengers - None
Nature of Damage:	Left wing replaced; propeller blades and nose leg damaged; minor cracks in fuselage
Commander's Licence:	Private Pilot's Licence
Commander's Age:	71 years
Commander's Flying Experience:	339 hours (of which 6 were on type)
	Last 90 days - 33 hours
	Last 28 days - 14 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot and enquiries by the AAIB

The pilot was on a flight from Lydd Airport to Stowting Rough Airstrip; the weather was good with a light surface wind and an estimated air temperature of 21°C. The airstrip was about 600 feet amsl, orientated 24/06 with a wire boundary fence on the approach to Runway 06. The estimated length of 400 metres had a downslope for the first 100 metres and an upslope for the remaining 300 metres. There were trees located to the north, east and south of the airstrip; the line of trees to the north was orientated approximately east/west. The pilot was familiar with, and had flown from, the airstrip; he was conscious that the surface wind could be unpredictable due to the geographical features.

Prior to his final approach to Runway 06, the pilot flew two circuits down to approximately 100 feet agl and these were uneventful. His final approach was made with full flap and with an airspeed over the threshold of 50 kt. As he flared, he was aware of the right wing rising following what he described as "a squally gust of considerable force"; G-BYIF was blown to the left of the

runway centreline and the pilot applied full power to go-around. However, he was unable to stop the aircraft going to the left and it struck the top of the trees to the north of the airstrip; the pilot did not have time to raise the flap. G-BYIF came to rest in the top of the trees at an estimated height of 15 to 20 feet; some of the damage to the aircraft may have occurred during the recovery. The pilot considered that, at 50 kt with full flap, the aircraft did not have sufficient aileron authority to enable him to regain control.

During the repair, no obvious pre-existing unserviceability was found with the aircraft. The repair organisation had been involved in the test flying of G-BYIF and considered that its handling characteristics were consistent with other identical types. The maximum rate of climb during go-around is obtained with Flaps 1 set; this is selected from full flap during a go-around after the application of full power and at an airspeed of 55 kt. With full flap retained on a go-around, the rate of climb is reduced.