

ACCIDENT

Aircraft Type and Registration:	Skyranger 912(2), G-CEDZ	
No & Type of Engines:	1 Rotax 912 UL piston engine	
Year of Manufacture:	2006	
Date & Time (UTC):	21 March 2007 at 1430 hrs	
Location:	Oxenhope, West Yorkshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to propeller, nose leg and screen	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	43 years	
Commander's Flying Experience:	202 hours (of which 14 were on type) Last 90 days - 4 hours Last 28 days - 2 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

During a diversion due to illness, the pilot made a fast approach in turbulent conditions resulting in a bounced landing and the microlight overturning.

History of the flight

The pilot, who had recently converted from flex-wing microlights, took off from Huddersfield with the intention of carrying out a local flight. During the flight he began to feel ill and as Oxenhope was the nearest airfield, he elected to land there. The weather conditions at Oxenhope were CAVOK but turbulent. The pilot selected an approach speed of 55 mph. During the approach the pilot found it difficult to maintain the centreline due to the turbulence and his developing stomach pain. He touched down slightly

fast at the very beginning of grass Runway 29 which is 450 m long. The aircraft bounced and the pilot lowered the nose for a second landing. As it touched down, the nose leg collapsed and the spinner dug into the grass, flipping the aircraft onto its back.

The pilot, who was wearing a full harness, was uninjured and made a rapid exit through the P1 door as there was fuel leaking from the tank breathers. The pilot estimated that approximately 40 ltr of fuel leaked from the breathers by the time he evacuated the aircraft. This caused a large pool of fuel to gather and he was very concerned about the risk of fire.

Aircraft examination

The pilot conducted an inspection of G-CEDZ after the accident and determined that the nose leg had been damaged during his initial touchdown by failing along a weld at the fork. This caused the wheel rim to lock on the second touchdown collapsing the leg.

Pilot comments

The pilot commented that his developing medical condition combined with the turbulence to distract him from the landing. He also commented that he had initially touched down in the roughest part of the grass runway.