

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Maule M5-235C Lunar Rocket, G-BVFT	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-540-J1A5D piston engine	
<b>Year of Manufacture:</b>	1978	
<b>Date &amp; Time (UTC):</b>	24 April 2010 at 0955 hrs	
<b>Location:</b>	Glanusk Park, Crickhowell, Powys	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Left wing, propeller, lower engine cowl, engine, rear fuselage and tail wheel	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	38 years	
<b>Commander's Flying Experience:</b>	193 hours (of which 138 were on type) Last 90 days - 1 hour Last 28 days - None	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot reported that en route to his destination he listened to the ATIS for Gloucestershire Airport, 37 nm to the east, which reported a surface wind from 190° at 5 kt. The landing strip at Glanusk Park is grass, orientated approximately 110/290°. The pilot flew an approach in the north-westerly direction; the approach was slightly high, and he side-slipped the aircraft to lose height. He reported that the approach had felt "fast" and that the landing was "long and fast". As the aircraft approached the fence at the end of the

strip the pilot retracted flap and applied power to go around. There was insufficient time to complete the correct short-field takeoff procedure and, despite a final attempt to lift off, the aircraft struck the fence and then a tree trunk, against which it came to a halt.

The pilot attributed the accident to lack of recent flying experience, poor judgement of the wind (which locally was a strong tailwind), and a late decision to go around.