
ACCIDENT

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| Aircraft Type and Registration: | Airborne Edge XT912-B/Streak III-B, G-LVPL | |
| No & Type of Engines: | 1 Rotax 912 piston engine | |
| Year of Manufacture: | 2004 | |
| Date & Time (UTC): | 10 May 2009 at approximately 1745 hrs | |
| Location: | Stourton, Stourbridge, West Midlands | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - None |
| Injuries: | Crew - 1 (Minor) | Passengers - N/A |
| Nature of Damage: | Damage to the nose landing gear, wing, pod and propeller | |
| Commander's Licence: | National Private Pilot's Licence | |
| Commander's Age: | 54 years | |
| Commander's Flying Experience: | 207 hours (of which 207 were on type) Last 90 days - 18 hours Last 28 days - 14 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

Synopsis

While landing at a private grass airstrip, in the lee of a wooded area to its left, the aircraft landed heavily, the nose landing gear collapsed and the aircraft ran off the left side of the runway into a series of fence posts. The pilot concluded that the accident resulted from his failure to appreciate fully the effects of the direction of the surface wind, which put the airstrip in the lee of the trees.

History of the flight

The aircraft was returning to a private grass airstrip near Stourton at the end of a day's flying. The pilot assessed the surface wind as being from the northeast at about 7 kt and gusting, but he was unsure of its maximum strength.

He decided to land on Runway 09, which is 320 m long and 10 m wide. With the wind from the northeast, Runway 09 was in the lee of a wooded area which was on raised ground along a canal embankment.

The pilot was prepared for some turbulence on the approach but reported that, at about 30 ft agl, the aircraft encountered a large amount of sink. He applied power but was unable to prevent a hard landing. The nose landing gear collapsed and the aircraft ran off the left side of the runway into a series of fence posts, which had been placed there to prevent construction traffic working on the nearby canal, from infringing the runway.

The aircraft sustained damage to its nose landing gear, wing, pod and propeller. The pilot, who was wearing a helmet and a full harness, received minor injuries and was assisted from the aircraft by nearby witnesses. He concluded that the accident resulted from his failure to appreciate fully the effects of a surface wind from that direction.

Comment

The CAA's General Aviation Safety Sense Leaflet 12, entitled '*Strip Flying*', refers those considering setting up a strip to Civil Aviation Publication (CAP) 428, entitled '*Safety Standards at Unlicensed Aerodromes*'; this latter publication recommends 18 m as a minimum runway width.