

ACCIDENT

Aircraft Type and Registration:	Murphy Maverick 430, G-ONFL
No & Type of Engines:	1 Rotax 503 piston engine
Year of Manufacture:	1995 (Serial no: PFA 259-12750)
Date & Time (UTC):	24 March 2014 at 1445 hrs
Location:	North Coates Airfield, Lincolnshire
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Damage to propeller, left landing gear, cowling and firewall
Commander's Licence:	Private Pilot's Licence
Commander's Age:	60 years
Commander's Flying Experience:	1,423 hours (of which 2 were on type) Last 90 days - 11 hours Last 28 days - 5 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

Synopsis

The aircraft landed in a brisk crosswind and the pilot had difficulty turning the aircraft out of wind as it slowed. Application of power to energise the rudder was not successful and only prolonged the landing run. The aircraft overran the side of the runway into a dyke.

History of the flight

The pilot had agreed to deliver G-ONFL from Fenland Airfield to North Coates. Other commitments meant that it was the last day on which he would be able to make the flight before going abroad for a month.

The pilot flew to North Coates in company with another aircraft, in which he was to travel back. Once en route, G-ONFL's radio was found to be not working. The flight to North Coates was completed uneventfully in good visibility but some turbulence. The surface wind at North Coates appeared, from the windsock, to favour Runway 23; it was later estimated to be from 160° at 10 kt gusting to 18 kt, thus representing a significant crosswind.

As far as he was able, the pilot landed diagonally across the grass manoeuvring area and runway. The touchdown was normal but, as the aircraft slowed after landing, the pilot was unable to turn right (out of the wind) towards the parking area. He attempted to energise the rudder with an application of power, but this merely prolonged the landing run. With

insufficient space in which to take off again, the aircraft overran the left hand edge of the runway and went into a dyke which ran alongside.

The pilot was not aware that the runway had been re-aligned since his last visit, to run directly alongside the dyke. With no accurate local wind information and a crosswind that was stronger than expected, he considered a better course of action would have been to divert to a more favourable airfield.