

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Tecnam P92-EM Echo (Modified), G-CBUG	
<b>No &amp; Type of Engines:</b>	1 Rotax 912 ULS piston engine	
<b>Year of Manufacture:</b>	2002	
<b>Date &amp; Time (UTC):</b>	1 September 2007 at 1430 hrs	
<b>Location:</b>	Oxenhope, Yorkshire	
<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>	Substantial	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	66 years	
<b>Commander's Flying Experience:</b>	1,284 hours (of which 2 were on type) Last 90 days - 9 hours Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and subsequent AAIB enquiries	

**Synopsis**

During the landing at Oxenhope in good weather but with a stiff breeze, directional control was lost in the flare. As the pilot began a go-around, the left main landing gear struck a bank, causing the aircraft to yaw and pitch into the ground.

**History of the flight**

The aircraft had received cosmetic maintenance at Branscombe and the pilot planned to fly it to Manchester Barton before continuing to its base at Oxenhope. He had not flown the type before but studied a copy of the flight manual prior to flight. No instructor or experienced pilot was available to provide tuition on the type but the pilot was told that its flying characteristics were similar

to a Cessna 152. The pilot was experienced in flying into short strips such as Oxenhope.

Nearing Barton, the pilot decided that he had sufficient fuel to continue to Oxenhope and conduct an airborne inspection of the airstrip before returning to Barton. In the overhead at Oxenhope, he saw that the windsock showed a stiff breeze favouring Runway 24 (he later assessed the wind as having been approximately 270/20 kt). He made a number of orbits to assess the strip and conditions during which he saw an individual, whom he believed to be the aircraft's owner, opening the doors to a hangar; he concluded that this was to enable him to hangar the aircraft after landing.

The pilot carried out an “exploratory approach” to grass Runway 24 during which the aircraft became low on the approach and he carried out a go-around and further circuit. The second approach was flown crabbed into wind with the right wing down and the pilot assessed that it was appropriate to land from it. As he flared the aircraft, it drifted left towards a banked area beside the runway. Full power was applied to initiate a go-around but the left main landing gear struck the banked area and the aircraft yawed and pitched into the ground. It came to rest, substantially damaged, facing opposite to the direction of landing. The pilot was not injured and

he carried out the shutdown checks before vacating the aircraft normally through the normal exit. There was no fire.

In a complete and frank report, the pilot assessed that the accident was caused by lack of familiarity with the aircraft type, the shifting wind, and the fact that the aircraft was lighter than those he usually flew. He acknowledged that additional pressure to land was brought about by the owner’s presence and the opening of the hangar doors.