

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Escapade 912(2), G-CEIL	
<b>No &amp; Type of Engines:</b>	1 Rotax 912 piston engine	
<b>Year of Manufacture:</b>	2006 (Serial no: BMAA/HB/506)	
<b>Date &amp; Time (UTC):</b>	5 March 2013 at 1600 hrs	
<b>Location:</b>	St Michaels Airfield, near Preston, Lancashire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Substantial damage to landing gear, propeller, right wing tip and fuselage	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	68 years	
<b>Commander's Flying Experience:</b>	755 hours (of which 65 were on type) Last 90 days - 5 hours Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The pilot became distracted by a tractor operating near to the start of the landing runway and flew the aircraft to a landing further along the runway than he was used to. The aircraft bounced twice and he initiated a go-around, but the aircraft struck an earth bank at the runway end, coming to rest in the field beyond.

**History of the flight**

St Michaels is a grass airfield with three runways which all intersect at approximately the same position. The longest runway is 36/18, which is about 450 m long. The intersection point with the other two runways is about 100 m from the start of Runway 18.

Earlier on the day of the accident, the pilot flew as passenger in G-CEIL and he noted that, although the day was sunny with only a light wind, the visibility was poor. With the pilot of the earlier flight, he prepared for a further flight, with the intention of flying a visual circuit first to assess the visibility (later assessed as about 4,000 m). A tractor was operating in the field in the vicinity of the intersection, so the pilot commenced takeoff from a point just beyond.

The visibility proved to be unsuitable for anything other than circuits, so the pilot continued with a circuit to Runway 18. He saw the tractor still operating near to the intersection, and later considered that he became distracted by it and over compensated, landing much

further along the strip than he usually did. The aircraft bounced twice before the pilot decided to go-around. However, one of the main wheels struck the top of an earth bank at the runway end, yawing the aircraft left and leading to an uncontrolled landing in the field beyond the runway end.

Neither the pilot nor his passenger was injured, and both exited the aircraft without difficulty. The pilot observed that an early go-around would have been the best course of action, as soon as it became clear that the aircraft would touch down a long way into the available runway.