

ACCIDENT

Aircraft Type and Registration:	Ikarus C42 FB UK, G-CLIF	
No & Type of Engines:	1 Rotax 912ULS piston engine	
Year of Manufacture:	2005	
Date & Time (UTC):	6 June 2008 at 1500 hrs	
Location:	Near Newton Pevril Airfield, Dorset	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to right landing gear and fuselage, broken propeller	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	54 years	
Commander's Flying Experience:	1,408 hours (of which 300 were on type) Last 90 days - 38 hours Last 28 days - 35 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

During a go-around from an attempted downwind landing, the aircraft struck a tree whilst turning to avoid cables crossing the far end of the runway, and force-landed in the field beyond.

History of the flight

The pilot reports that he joined on base leg to land on the easterly runway, in the belief that the wind was across the runway. However, whilst executing the landing it became evident to him that there was actually a tailwind. After touching down briefly about one third of the way along the runway, he realised that there was insufficient distance in which to stop. He initiated a go-

around but then found that, with the combination of the tailwind and full flap, he could not clear a row of cables at the far end of the runway. He managed to avoid the cables by turning to the right but, in doing so, his propeller struck the top of a row of trees bounding the southern edge of the field, at a height of between 20 ft and 30 ft. Despite suffering damage to the propeller, the aircraft continued to climb, albeit marginally, and he was able to carry out an elective landing in the field beyond the tree line.

In assessing the cause of the accident the pilot commented that, although the presence of the cables

made approaches to Newton Pevril inherently difficult, he had landed there many times previously and had never before encountered any problems. He very honestly attributed his accident to a too relaxed attitude

on his part, and a dropping of his guard, as a result of which he “misread the wind potential and wrongly landed downwind”.