

ACCIDENT

Aircraft Type and Registration:	Fournier RF5B, G-BPWK	
No & Type of Engines:	1 Sportavia-Limbach SL 1700-E piston engine	
Year of Manufacture:	1973 (Serial no: 51036)	
Date & Time (UTC):	3 June 2016 at 1910 hrs	
Location:	Usk Airfield, Monmouthshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Propeller blades, lower cowling, fuselage, left wing, and engine shock-loaded	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	55 years	
Commander's Flying Experience:	53 hours (of which 13 were on type) Last 90 days - 13 hours Last 28 days - 13 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot reported that, following a local flight, he approached Usk Airfield to land on the shorter grass landing area on a heading of approximately 060°.

During the landing flare he realised that there may be insufficient distance for the ground run. As the aircraft touched down, he reached for the landing gear brake lever but inadvertently released the flight spoilers which retracted, as designed¹. The aircraft then bounced and floated for some distance before touching down again. There was insufficient distance remaining to stop and the aircraft overran the airfield and toppled down a 12 ft drop into a stream. The pilot was uninjured.

CAA Safety Sense Leaflet 1, titled '*Good Airmanship Guide*', advises that, when landing, pilots: '*Go-around if not solidly 'on' in the first third of the runway...*'

Footnote

¹ The flight spoilers are sprung-loaded to the retracted position.
