

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Zenair CH 601UL Zodiac, G-CDFL	
<b>No &amp; Type of Engines:</b>	1 Rotax 912-S piston engine	
<b>Year of Manufacture:</b>	2004 (Serial no: PFA 162A-14309)	
<b>Date &amp; Time (UTC):</b>	13 July 2019 at 1345 hrs	
<b>Location:</b>	Caunton Airfield, Nottinghamshire	
<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 airframe damage	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	52 years	
<b>Commander's Flying Experience:</b>	264 hours (of which 21 were on type) Last 90 days - 9 hours Last 28 days - 6 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

During an overhead join, the pilot became distracted by other traffic in the circuit. While he manoeuvred his aircraft to ensure safe separation with the other aircraft, the airspeed decayed to a point where the left wing dropped and the aircraft entered a steep nose-down turn or incipient spin. The aircraft struck the ground in a level attitude and the pilot was uninjured.

**History of the flight**

The pilot was carrying out a flight from Netherthorpe Airfield to Caunton Airfield in good weather with a wind of 020° at 6 knots, visibility in excess of 10 km and scattered cloud at 2,400 ft amsl. As the aircraft approached Caunton, the pilot saw an aircraft depart from Runway 03 and turn right, which was not the correct circuit direction for that runway.

The pilot transmitted his intentions to join overhead for Runway 03 and, although momentarily uncertain as to the circuit direction due to seeing the departing aircraft turn right, he confirmed it was a left-hand circuit for Runway 03. He descended on the dead side and joined the downwind leg, transmitting his circuit-position on the radio. The ground radio operator informed him of possible conflicting traffic, which he eventually saw was on base leg for Runway 03 but flying a right-hand circuit.

The pilot, aware of a possible conflict, watched and assessed where the conflicting aircraft was going. Once it had passed well ahead of his downwind track, he decided to turn onto

base leg slightly earlier than normal in order to maintain a safe distance between the two aircraft. Having become unsettled by the events, the pilot continued the turn onto the final approach but did not notice that his airspeed had reduced significantly. The left wing began to drop and he could not correct the situation before the aircraft entered a steep turn or incipient spin to the left. The aircraft struck a hedge before impact with the surface of an adjoining field in virtually a wings level attitude. The pilot was uninjured and able to leave the aircraft unassisted.

The pilot considered that his loss of attention to monitoring the airspeed led to the wing-drop during the turn, and this might have been avoided if the aircraft had been fitted with a stall warning device.