

ACCIDENT

Aircraft Type and Registration:	Ikarus C42 FB80, G-CDSW	
No & Type of Engines:	1 Rotax 912-UL piston engine	
Year of Manufacture:	2006 (Serial no: 0511-6772)	
Date & Time (UTC):	5 April 2019 at 1150 hrs	
Location:	Deanland Airfield, East Sussex	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Propeller, fuselage, wings, landing-gear damaged	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	63 years	
Commander's Flying Experience:	83 hours (of which 83 were on type) Last 90 days - 8 hours Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The pilot lost control during an unexpectedly strong crosswind landing and crashed into a hedge.

History of the flight

The pilot planned a triangular cross-country flight beginning at Headcorn Airfield and landing sequentially at Lydd and Deanland Airfields, before returning to Headcorn. He had obtained PPR¹ for Deanland the day before. The flight to Lydd was uneventful and after a short break, he commenced the next leg of his flight. The pilot was aware from the windsock as he departed Lydd that the wind had freshened.

The pilot had flown to Deanland once before and had planned to land on Runway 24 but on arrival found that Runway 06 was in use and the wind was variable. On turning onto final he became aware that there was a strong crosswind, with turbulence, and he was only able to maintain the inbound track by crabbing approximately 40° to the centre line. The pilot switched to a wing-down approach, but this did not reduce the crab angle and he perceived that the aircraft was now slipping and had lost height. He therefore reverted to the crab approach. During the flare the pilot closed the throttle and aligned the aircraft

Footnote

¹ Prior permission required.

with the runway which resulted in the aircraft drifting to the left. He attempted to counter the drift by applying opposite rudder, but the aircraft bounced on touchdown, veered off the runway and struck a runway marker before passing through a hedge. While the aircraft was damaged, the pilot was uninjured.

The pilot considered that in planning his cross-country flight he had paid too much attention to communications and circuit preparations at the expense of giving due consideration to the possibility of varying weather conditions. He further considered that once underway, he missed several opportunities to revise his flight plan.

AAIB comment

This accident highlights the importance of initiating a go-around if the aircraft is not stable on the approach. Moreover, when planning a multi-leg flight it is important to consider possible adverse changes in the weather and the effect it might have on all the legs.

Bulletin Correction

The report states that the pilot obtained prior permission for the landing at Deanland Airfield while at Lydd Airport during the cross-country flight. The pilot has confirmed that prior permission for landing at Deanland had been obtained during the day preceding the flight.

The report incorrectly states that Runway 26 was in use when the aircraft arrived in the vicinity of Deanland Airfield. The correct designation for the runway in use at the time of the accident was Runway 06.

The online version of the report was amended prior to publication.