

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Dyn'Aero MCR01, G-CWMT	
<b>No &amp; Type of Engines:</b>	1 Rotax 912 ULS piston engine	
<b>Year of Manufacture:</b>	2007 (Serial no: PFA 301-14347)	
<b>Date &amp; Time (UTC):</b>	10 March 2018 at 1600 hrs	
<b>Location:</b>	Old Park Farm Airfield, near Port Talbot, South Wales	
<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>	Damaged beyond economical repair	
<b>Commander's Licence:</b>	Private pilot's licence	
<b>Commander's Age:</b>	59 years	
<b>Commander's Flying Experience:</b>	1,568 hours (of which 33 were on type) Last 90 days - 6 hours Last 28 days - 5 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

During landing after a short local flight, the pilot reported that the aircraft experienced windshear during the flare which caused the left wing to drop. He countered this, but then the right wingtip touched the ground whilst the nose was in a higher than normal attitude. The pilot added power to recover control and then landed again, but there was insufficient distance remaining to stop. The runway is approximately 340 m long. The aircraft came to rest against an earth bund at the base of a fence. The pilot was unharmed and able to vacate the aircraft normally. The aircraft was damaged beyond economical repair.

A similar accident involving windshear at the same airstrip is reported in AAIB report EW/G2013/09/14, published in the December 2013 Bulletin.

CAA Safety Sense Leaflet 12, '*Strip Flying*', contains useful information and guidance for pilots operating at private airfields and airstrips, including:

*'DO be ready for unexpected effects from trees, barns, windshear, downdraught, etc'*

and

*'...if you find a problem with turbulence or crosswind, surface or slope, do not hesitate to go around in accordance with normal aviation practice.'*