

ACCIDENT

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| Aircraft Type and Registration: | Jabiru UL-450, G-CEOM | |
| No & Type of Engines: | 1 Jabiru 2200A piston engine | |
| Year of Manufacture: | 2007 (Serial no: PFA 274A-14455) | |
| Date & Time (UTC): | 29 September 2018 at 1200 hrs | |
| Location: | Cromer Airfield, Norfolk | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - 1 |
| Injuries: | Crew - None | Passengers - None |
| Nature of Damage: | Damage to nose and right landing gear, wing and propeller | |
| Commander's Licence: | Private Pilot's Licence | |
| Commander's Age: | 69 years | |
| Commander's Flying Experience: | 1,114 hours (of which 354 were on type) Last 90 days - 4 hours Last 28 days - 1 hour | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

Synopsis

The aircraft veered to the left immediately after landing at Cromer Airfield, Norfolk. The main wheel tyre pressures had been checked prior to the flight but, following the accident, the left tyre was found to have deflated. The pilot considered that its valve had not fully sealed and the air had leaked out during the flight.

History of the flight

The pilot and a passenger were flying from Darley Moor Airfield to Cromer Airfield. During the pre-flight inspection the pilot noticed that both main tyres appeared slightly underinflated and having checked their pressures, which were 20 psi, increased them to 25 psi. The takeoff and flight to Cromer, located 111 nm east of Darley, were uneventful. The aircraft was established on the approach to grass Runway 22 at 55 kt with full flap. The wind was from 245° at 5 kt. As the aircraft touched down, the aircraft immediately turned to the left and started to skid sideways, which subsequently caused the nose and right landing gear legs to collapse. The aircraft came to a stop at the side of the runway (Figure 1). The pilot and passenger were not injured.

The pilot reported that the left tyre was found to be deflated and there were grooves in the runway caused by the left wheel and brake assembly. He considered that, following inflation of the tyres at Darley Moor, the left wheel tyre valve had not fully sealed, allowing air to slowly leak from the tyre.



Figure 1
G-CEOM gear collapse