

**ACCIDENT**

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| <b>Aircraft Type and Registration:</b> | Savannah VG Jabiru(1), G-DOTW  |                   |
| <b>No &amp; Type of Engines:</b>       | 1 Jabiru 2200A piston engine   |                   |
| <b>Year of Manufacture:</b>            | 2008 (Serial no: BMAA/HB/575)  |                   |
| <b>Date &amp; Time (UTC):</b>          | 7 July 2020 at 1204 hrs  |                   |
| <b>Location:</b>                       | Barville Farm, near Dover, Kent  |                   |
| <b>Type of Flight:</b>                 | Private  |                   |
| <b>Persons on Board:</b>               | Crew - 1   | Passengers - 1    |
| <b>Injuries:</b>                       | Crew - None  | Passengers - None |
| <b>Nature of Damage:</b>               | Severe damage to the engine and airframe   |                   |
| <b>Commander's Licence:</b>            | None   |                   |
| <b>Commander's Age:</b>                | 66 years   |                   |
| <b>Commander's Flying Experience:</b>  | 126 hours (of which 24 were on type)<br>Last 90 days - 1 hour<br>Last 28 days - 1 hour |                   |
| <b>Information Source:</b>             | Aircraft Accident Report Form submitted by the pilot and further enquiries by the AAIB |                   |

**Synopsis**

An unlicensed student pilot was operating the aircraft from the left seat while a friend who was a pilot with a NPPL<sup>1</sup> sat in the right. During the flare before touchdown, the aircraft experienced turbulence and maximum power was applied to go around. The left wing lifted and the right wing struck the ground, causing the aircraft to rotate to the right and come to rest facing the way it had come.

**History of the flight**

The owner of the aircraft had not yet gained his pilot's licence and had asked a friend, who was licensed to fly the aircraft, to fly with him. The purpose of the flight was to test a recently fitted transponder before returning to Clipgate Farm. The owner 'booked out' on the airfield Flight Log and gave the friend's name as the 'Pilot'.

The weather was good with a southerly wind of 10 to 15 kt, visibility in excess of 10 km, some scattered clouds, OAT 21° and QNH 1019 hPa. The owner understood that he would fly the aircraft with his friend available to take control if necessary. The friend understood that this would be a short flight to test a recently installed transponder and that he would assist with the radio. After starting the engine the friend discovered that, as well as the uncalibrated transponder, the intercom system was unserviceable, but as they could understand each

**Footnote**

<sup>1</sup> NPPL: National Private Pilot's Licence.

other above the engine noise, the friend agreed to continue the flight and make the radio transmissions. The friend also noted that there were no toe brakes on his side of the aircraft and other controls, such as the trimmer, were difficult to reach.

The aircraft departed Clipgate and the owner decided that they would carry out a circuit at Boyes Hill, a nearby training grass strip. The flight there was uneventful in smooth flying conditions, and the owner joined for a left-hand circuit, turning onto the final approach for the strip heading of 210°, with full flap selected at an approach IAS of 50 mph. The approach was normal but, in the last 30 ft, there was significant turbulence from the wind passing over a wood on the left of the runway (there was no windsock to indicate the wind direction and strength). The aircraft touchdown was heavier than normal but not severe. They stopped the engine, got out to inspect the landing gear and did not see any signs of damage, both agreeing that the aircraft was safe to fly. They backtracked the runway and then took off to fly another circuit at Boyes Hill. On the second approach, they again encountered the turbulence and a go-around was performed.

The description of events by the owner and his friend differed from this point as to who was flying the aircraft. A third circuit and approach was flown but again they encountered the turbulence. The aircraft was flared and again maximum power was applied to go around. The left wing lifted due to the wind and the right wing struck the ground, yawing the aircraft to the right such that it came to rest facing towards the Runway 21 threshold.

Neither occupant was injured, and they switched off the fuel and electrical systems before vacating the aircraft.

### Comments

The CAA stated that the pilot operating an aircraft such as this would normally be expected to sit in the left seat but would be permitted to operate from the right seat provided they had full access to all controls. The aircraft was fitted with toe operated wheel brakes on the left side of the cockpit which could only be operated from the left pilot's seat.

A non-licence holder can only handle the controls when under the instruction of a Flight Instructor during flying training, including solo flying training, for the granting or renewal of a pilot's licence or the inclusion or variation of any rating or certificate in a pilot's licence.

A fuller description of the relevant legislation can be found in the AAIB report on an accident involving a Robin DR400 aircraft, G-ETIV, on 7 December 2016<sup>2</sup>.

### Conclusion

During the final approach to land, the aircraft experienced turbulence caused by wind passing over a wood to the left of the runway. The increase in wind from the left lifted the left wing, causing the right wing to lower sufficiently to strike the ground.

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#### Footnote

<sup>2</sup> [https://assets.publishing.service.gov.uk/media/59d21d6040f0b6107da9784a/Robin\\_DR400\\_180\\_Regent\\_G-ETIV\\_07-17.pdf](https://assets.publishing.service.gov.uk/media/59d21d6040f0b6107da9784a/Robin_DR400_180_Regent_G-ETIV_07-17.pdf) (Accessed 27/10/2020).