

ACCIDENT

Aircraft Type and Registration:	Jabiru J430, G-KIDD	
No & Type of Engines:	1 Jabiru 3300A piston engine	
Year of Manufacture:	2006 (Serial no: PFA 336-14541)	
Date & Time (UTC):	24 March 2020 at 1400 hrs	
Location:	High Cross Airfield, Hertfordshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to nose leg and landing gear, engine components and cowling, and wing mounts	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	53 years	
Commander's Flying Experience:	520 hours (of which 80 were on type) Last 90 days – 0 hours Last 28 days – 0 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and further enquiries by the AAIB	

History of the flight

The pilot planned to do a short recency and maintenance check flight. After an uneventful start up and takeoff from grass Runway 23, the aircraft climbed to about 2,000 ft and headed to the west for some general handling. At the time the weather was good with a wind from about 240° at 12 kt.

Whilst in an orbit the engine started to run roughly. The pilot throttled back the engine, checked the indications, selected carburettor heat ON and turned back towards the airstrip. The engine then "spluttered" and stopped; a restart was unsuccessful. Appreciating he was committed to a forced landing, the pilot selected best glide speed and continued towards the airstrip from the south-west. Realising he was too low to make an approach to Runway 23, he elected to land, with a tailwind, on Runway 05. Once over the runway the aircraft floated at about 8 to 10 feet. As the end of the runway was approaching, the pilot decided to pitch the aircraft's nose into the runway to stop the aircraft, during which the nose leg collapsed (Figure 1). The pilot vacated the aircraft uninjured.



Figure 1

G-KIDD after the accident
(Used with permission)

Upon draining the fuel, a significant amount of discoloured water was discovered. The carburettor float was also full of water.

The pilot believed that, given the amount of water, it was present in the fuel he last uplifted six weeks earlier. He had not performed a fuel drain check for water prior to departing; something he would not be omitting again.