

ACCIDENT

Aircraft Type and Registration:	CAP 232, G-IITC	
No & Type of Engines:	1 Lycoming AEIO-580-B1A piston engine	
Year of Manufacture:	1998 (Serial no: 15)	
Date & Time (UTC):	12 June 2021 at 1220 hrs	
Location:	Wombledon Airfield, North Yorkshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Propeller, landing gear and aileron damaged	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	36 years	
Commander's Flying Experience:	324 hours (of which 50 were on type) Last 90 days - 18 hours Last 28 days - 7 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

As the aircraft touched down its right wing caught crops at the edge of the runway. This caused the aircraft to veer off the runway into a field, where it was brought to a stop by the crop. The pilot was uninjured, but the aircraft sustained damage during the accident. The pilot considers the causal factors to be late identification of aircraft drift on a narrow runway and not initiating an immediate go-around.

History of the flight

The pilot had flown the aircraft to Wombledon to carry out aerobatic training in preparation for a competition. The weather was CAVOK with the wind from 270° at 10 kt. The pilot took off from Runway 28 and carried out the aerobatic sequence twice whilst overhead the airfield. After 10 minutes flying, the pilot re-joined the left-base leg to land on Runway 28. The pilot lined up the aircraft for final approach and settled into a descent. As he flared the aircraft, it started to drift to the right side of the runway and although the pilot attempted to correct the drift, as the wheels touched down, the right wing caught the dense crops growing at the edge of the runway.

The aircraft veered off the runway into the crop and came to a stop. The pilot was uninjured but the propeller blades, landing gear and an aileron were damaged during the accident.

Pilot's comments

The pilot identified several contributory causes of this accident. The runway is narrow, 15 m wide, and has crops growing at its edges. Figure 1 shows the proximity of the crops. He normally configures the aircraft with a slipstream to improve forward visibility during landing but on this occasion, slipstream was not used. He described how he failed to observe the extent of the drift and when he realised and attempted to correct it, it was too late. He believed that, had he initiated an immediate go-around, it is likely the accident would have been averted.



Figure 1

Proximity of the crop to runway
(the object on the runway is a detached aileron spade)