AAIB Bulletin: 11/2021	G-CBHP	AAIB-27452
ACCIDENT		
Aircraft Type and Registration:	Corby CJ-1 Starlet, G-CBHP	
No & Type of Engines:	1 Jabiru 2200A piston engine	
Year of Manufacture:	2005 (Serial no: PFA 134-12498)	
Date & Time (UTC):	2 July 2021 at 1605 hrs	
Location:	Bluebutts Farm, Slaidburn, Lancashire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - 1 (Serious)	Passengers - N/A
Nature of Damage:	Beyond economic repair	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	81 years	
Commander's Flying Experience:	1,141 hours (of which 332 were on type) Last 90 days - 2 hours Last 28 days - 2 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The pilot reported that the aircraft encountered sinking turbulent air very late on finals. The pilot added full power but the aircraft struck a boundary wall causing significant damage to the aircraft and serious injuries to the pilot.

History of the flight

The Corby CJ-1 is a home-built single-seat fixed-wing aircraft with a 340 kg maximum takeoff weight. The pilot was operating from his home strip at Bluebutts Farm. The pilot estimated the strip length at 278 m. The strip was surrounded by higher ground and was sloped so Runway 02 was only used for takeoff and Runway 20 was only used for landing. The wind was from 200° at 6 to 9 kt. The pilot had been flying for an hour which had included a practice stall and some 'touch-and-go' landings. He was flying an approach for a final landing on Runway 20 when he reported encountering sinking air very late on finals. He applied full power and he believed that he would clear the boundary wall. However, the aircraft struck the boundary wall, knocking over a section of it, and causing significant damage to the airframe (Figure 1). The pilot was seriously injured. A witness and the pilot's wife assisted the pilot and drove him to hospital.

The pilot assessed the cause of the accident as sinking turbulent air encountered very late on finals.

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Figure 1
Accident site and damaged boundary wall shown on the right

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