

ACCIDENT

Aircraft Type and Registration:	Valentin Taifun 17E, D-KFIH	
No & Type of Engines:	1 Limbach L2400 DF1 piston engine	
Year of Manufacture:	2001 (Serial no: 1057)	
Date & Time (UTC):	11 August 2013 at 1245 hrs	
Location:	Weybourne (Muckleburgh) Airfield, Norfolk	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Fuselage, landing gear	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	60 years	
Commander's Flying Experience:	9,000 hours (of which 462 were on type) Last 90 days - 49 hours Last 28 days - 31 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

While on final approach to land on Runway 21 at Weybourne Airfield, the pilot became distracted by a truck crossing the approach path near the runway threshold, resulting in a hard landing. The left main landing gear subsequently collapsed.

Description of the event

Weybourne is a grass airfield with two intersecting runways: Runways 21/03 and 16/34. Runway 21 has a slight upslope. An MOD radar site is located between the thresholds of Runways 21 and 16, and there is a military museum situated adjacent to the airfield. A narrow road runs from the radar site to the museum around the periphery of the airfield, crossing close to the start of Runway 21.

While on final approach to Runway 21, the pilot noticed a large army truck on the road. The truck was about to cross his approach path, but he considered that there was sufficient clearance and decided to continue the approach. At a very late stage in the approach he noted that the airspeed had reduced to the minimum approach speed. The pilot commented that the wind dropped when the aircraft was a few metres above the runway, causing a further reduction in airspeed, leading to a hard landing. When he subsequently applied the brakes the left main gear collapsed.

The pilot was uninjured and was able to exit the aircraft without assistance. He considered that he had become distracted by the truck crossing the approach path and

had “focussed on it too long to assess safe continuation”
of the approach.

BULLETIN CORRECTION

The correct date of manufacture of the aircraft is 1985.

This correction was issued prior to publication of the
Bulletin.