

ACCIDENT

Aircraft Type and Registration:	Flight Design CT2K, G-CBDJ	
No & Type of Engines:	1 Rotax 912ULS piston engine	
Year of Manufacture:	2001	
Date & Time (UTC):	13 February 2006 at 1200 hrs	
Location:	Bucknall Airstrip, near Lincoln	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Cockpit transparencies broken, propeller, nose landing gear, vertical stabiliser and cabin roof damaged	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	71 years	
Commander's Flying Experience:	2,200 hours (of which 450 were on type) Last 90 days - 22 hours Last 28 days - 5 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and information provided by the aircraft manufacturer	

Synopsis

The microlight aircraft's main wheels struck a hedge during landing.

composite structure of the aircraft remained substantially intact and the occupants were able to vacate the aircraft unaided.

History of the flight

Shortly before touchdown, on the grass Runway 16 at Bucknall, the aircraft descended unexpectedly and the main wheels brushed the top of a low hedge. Wind conditions were light and the temperature was approximately 5°C. Contact with the hedge caused the aircraft to pitch forward and touch down heavily on its nose wheel which separated from the nose landing gear leg. The nose leg then dug in, causing the aircraft to pivot slowly forwards and come to rest inverted. The

Discussion

The aircraft had flown the short distance from Temple Bruer to Bucknall Airfield, which has two short grass strips intended primarily for the operation of microlight aircraft. Runway 16 is the longer of the two, with a total length of 300 m, but is bordered by a low hedge running perpendicular to its touchdown threshold. The pilot stated that he flew the approach at 45 kt, intending to pass close over the hedge in order to touch down as

early as possible but on reflection, he considered that the runway was long enough for a successful landing without the need to do so. This view is supported by information provided by the manufacturer, which indicated that the total landing distance required from a height of 15 m was

275 m, assuming a surface of dry grass, zero wind and an approach speed of 45 kt. The pilot judged that there had been a light surface wind from the south-south-west and that the runway was dry.