

## Aeroprakt A22 Foxbat, G-CBYH

<b>AAIB Bulletin No:</b> 9/2004	<b>Ref:</b> EW/G2004/07/11	<b>Category:</b> 1.4
<b>Aircraft Type and Registration:</b>	Aeroprakt A22 Foxbat, G-CBYH	
<b>No &amp; Type of Engines:</b>	1 Rotax 912ULS piston engine	
<b>Year of Manufacture:</b>	2003	
<b>Date &amp; Time (UTC):</b>	5 July 2004 at 2100 hrs	
<b>Location:</b>	Otherton Airfield, Staffordshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Extensive damage to left wing and fuselage	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	54 years	
<b>Commander's Flying Experience:</b>	126 hours (of which 58 were on type)	
	Last 90 days - 19 hours	
	Last 28 days - 9 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot was conducting a local evening sortie from the grass Runway 34 at Otherton Airfield. Weather conditions were assessed as good, with the surface wind from 330°(M) at 7 kt and good visibility. However, the sun was low and severely affected in-flight visibility to the west.

The final approach to Runway 34, which was 330 metres long and 15 metres wide, was normal and flown with the flaps set at 20 degrees; the threshold was crossed at between 30 and 60 feet. However, the strong evening sun, which was approximately in line with the front left hand door pillar, caused the pilot to misjudge the flare height. The flare manoeuvre was initiated too early, and the aircraft dropped heavily onto its main undercarriage and bounced. The pilot applied power in order to fly a go-around, but before the power application could have an effect, the aircraft rolled to the left. The pilot tried to stop the roll with aileron, but this was ineffective and may have aggravated the situation by increasing the effective angle of attack of the stalled left wing. With roll control lost the pilot closed the throttle, the left roll continued and the left wingtip contacted the ground. This ground contact caused the aircraft to yaw to the left and it rotated through approximately 250° before coming to rest to the left of the runway. With the aircraft upright on its undercarriage, the pilot and his passenger, who were both uninjured, were able to vacate the aircraft unaided through the aircraft doors.