

X'Air 700(1A), G-BZYX

AAIB Bulletin No: 6/2003	Ref: EW/G2003/03/31	Category: 3
Aircraft Type and Registration:	X'Air 700(1A), G-BZYX	
No & Type of Engines:	1 - HKS 700E piston engine	
Year of Manufacture:	2001	
Date & Time (UTC):	29 March 2003 at 1534 hrs	
Location:	Latch Farm, Kirk Newton, Edinburgh	
Type of Flight:	Familiarisation	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Starboard undercarriage restraining section	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	56 years	
Commander's Flying Experience:	88 hours (of which 12 were on type) Last 90 days - 4 hours Last 28 days - 4 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The purpose of the flight was to familiarise the pilot with recently introduced noise abatement procedures at the airfield. Another pilot, who knew the relevant ground features and procedures, flew as a passenger. Prior to the flight they obtained the latest meteorological information from the nearby Edinburgh Airport. The recorded surface wind at 1430 hrs was 270°/14 kt, which was forecast to reduce to 10 kt later in the period. Just prior to takeoff the pilot checked the surface wind at Edinburgh and it was now 11 kt; the pilot interpreted this information as validation of the earlier forecast for a reducing windspeed.

The aircraft took off from Runway 24 at approximately 1515 hrs for the first of two circuits. Part of the noise abatement procedures was to conduct a glide approach for the landing, only using the throttle to warm the engine or to correct for any tendency to undershoot. A normal landing was made from the first approach. On the second approach the pilot assessed that he was on the correct approach path and speed at about 250 feet agl but noted that he had a high rate of descent which he corrected with a brief application of power. At about 50 feet agl he encountered turbulence and was unable to prevent the aircraft landing heavily. Shortly after touchdown the right undercarriage collapsed and the aircraft came to halt 42 metres further along the grass runway and on the right hand edge. The pilot and his passenger, who were uninjured, vacated the aircraft without assistance.

Shortly after the accident the surface wind at Edinburgh was recorded as 270°/14 kt, gusting to 24 kt. The pilot believes that wind shear together with a low level rotor were the cause of the accident and stated that this is a known problem at the eastern end of this runway in strong and gusting westerly

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winds. However, information that he obtained prior to the flight led him to believe that the wind speed was reducing.