

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Streak Shadow, G-CBGI	
<b>No &amp; Type of Engines:</b>	1 Rotax 582 piston engine	
<b>Year of Manufacture:</b>	2006	
<b>Date &amp; Time (UTC):</b>	9 May 2008 at 2015 hrs	
<b>Location:</b>	Wellow Lane, Hinton Charterhouse, Somerset	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - 1 (Serious)	Passengers - 1 (Minor)
<b>Nature of Damage:</b>	Severe airframe damage	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	67 years	
<b>Commander's Flying Experience:</b>	124 hours (of which 101 were on type) Last 90 days - 6 hours Last 28 days - 6 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

In attempting to make a precautionary landing due to rapidly deteriorating weather conditions and failing light, the pilot flared high and landed heavily. The aircraft cartwheeled and came to rest in an inverted attitude.

**History of the flight**

The aircraft departed a farm strip at Wadswick, close to Corsham, at approximately 1905 hrs for a flight to Glastonbury and back, the pilot having reviewed the weather at the Met Office website at around 1630 hrs. The flight was uneventful until the aircraft passed Radstock on the return leg, whilst following a north-easterly course. With approximately 12 miles to run, the pilot saw a flash of lightning ahead, together with a very dark sky and heavy rain. He decided to turn the aircraft

to the south and make a precautionary landing. After a few minutes he selected a suitable field to the south of the village of Hinton Charterhouse and planned the circuit. Downwind, base leg and final approach were conducted without any problems; however, the light had suddenly deteriorated due to the nearby storm clouds, and this resulted in the pilot flaring the aircraft too high. The pilot became aware of a hedge "looming up" as the aircraft had by now flown a little too deeply in to the field. It struck the ground heavily and cartwheeled before coming to rest in an inverted attitude. The passenger sustained only minor injuries and exited the wreckage of the aircraft without difficulty. He then assisted the pilot, who received chest injuries, to vacate the aircraft via the broken canopy. The emergency services arrived

promptly after being summoned using the pilot's mobile telephone.

In reviewing the circumstances of the accident, the pilot considered that there were three contributory factors.

These were the sudden onset of the thunderstorm, the consequent poor light, making judgement of the aircraft's height above the ground during the landing flare difficult and, as a result, a heavy landing resulting in the cartwheel.