

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Skyranger J2.2(1), G-CCUD	
<b>No &amp; Type of Engines:</b>	1 Jabiru Aircraft Pty 2200A piston engine	
<b>Year of Manufacture:</b>	2004	
<b>Date &amp; Time (UTC):</b>	10 May 2009 at 1215 hrs	
<b>Location:</b>	Newtownards Airfield, Northern Ireland	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - 1 (Minor)	Passengers - N/A
<b>Nature of Damage:</b>	Severe damage to the nose and right wing	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	67 years	
<b>Commander's Flying Experience:</b>	79 hours (of which 9 were on type) Last 90 days - 8 hours Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

Just prior to touching down on the second attempt at landing, the pilot lost control of the aircraft. He reported that it swung violently to the left, and, despite attempting to establish it in a climb for a go-around, it carried on turning left. The nose and right wing struck the ground and sustained significant damage.

**History of the flight**

The aircraft had earlier taken off from Runway 22 at Newtownards Airfield and flown in the local area for approximately 90 minutes before returning. Whilst obtaining the circuit joining information over the radio, the pilot was informed that Runway 04 was now in use. After joining the circuit overhead, he made an approach and flared the aircraft immediately before touching

down. At this point the aircraft was on the runway centreline with the wheels close to the ground. However, while still holding off, the aircraft suddenly swung left and adopted a climbing attitude. The pilot immediately applied power, eased the control column back a little and climbed to circuit height in a go-around manoeuvre. The wind was reported as 'variable 5 to 8 kt and gusting'.

The next approach was essentially a repeat of the first. Once again, immediately prior to touching down, the aircraft swung suddenly and violently to the left. Again the pilot applied full power and attempted to establish the aircraft in a climb. Although the aircraft climbed to a height of around 30 ft, it continued to turn to the left. The nose then dropped until it contacted the ground

to the left of the runway; and the aircraft flipped round, the right wing striking the ground in the process and sustaining significant damage. The aircraft came to rest upright, the pilot having suffered minor injuries.

#### **Pilot's assessment of the cause of the accident**

The pilot commented that he was uncertain as to the cause of the accident. However, he speculated that whilst the aircraft was in the flare, marginally above the stall speed, a crosswind gust from the right in combination with the subsequent power application and

raising of the nose, precipitated a stall of the left wing, which then dropped. He additionally commented that when he was practising stalls in the aircraft, the left wing always dropped.

Subsequent examination of the aircraft revealed a broken aileron cable where it passed through the roof of the cockpit. However, the nature of the failure suggested that it was due to an overload imparted to the cable when the right wing struck the ground.