

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Denney Kitfox, G-FOXX	
<b>No &amp; Type of Engines:</b>	1 Rotax 532 piston engine	
<b>Category:</b>	1.3	
<b>Year of Manufacture:</b>	2004	
<b>Date &amp; Time (UTC):</b>	2 August 2005 at 1510 hrs	
<b>Location:</b>	Upper Harford, Gloucestershire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - Nil
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Extensive	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	71 years	
<b>Commander's Flying Experience:</b>	696 hours (of which 13 were on type) Last 90 days - 11 hours Last 28 days - 5 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**History of the flight**

After a 50 minute local flight from a private airstrip, the pilot returned for a landing. The airstrip had a surface of dry grass and was approximately 700 m long. For the departure from Runway 26, the pilot had assessed the surface wind as light and variable. However, during the flight he noted that the wind appeared to be gusting and decided to use a touchdown point some  $\frac{1}{3}$  distance into the strip to avoid known turbulence from nearby trees. For his approach, he assessed the surface wind as 270°/5 kt with gusts of 10 to 15 kt.

The pilot reported that he made a steep approach and commenced a flare at about 40 mph for an intended three-point landing. In the flare he was aware of the left wing going down and, with the control column near the rearmost position, he was unable to apply sufficient aileron to correct the roll. He increased power and applied some right rudder in an attempt to raise the left wing. This was successful but resulted in the aircraft heading towards some houses on the right of the airstrip. The pilot then decided to go around so he applied full power and right bank with the intention of passing over

a clear area to the right of the houses. However, the right wingtip contacted the ground and the aircraft crashed some 20 to 30 ft from the northern edge of the airstrip.

**Pilot's assessment**

The pilot considered that the accident resulted from both his lack of experience on type and on the effect of a gusting wind on the aircraft type.