

## MCR-01 Club Banbi, G-CCFG

<b>AAIB Bulletin No: 9/2004</b>	<b>Ref: EW/G2004/06/15</b>	<b>Category: 1.3</b>
<b>Aircraft Type and Registration:</b>	MCR-01 Club Banbi, G-CCFG	
<b>No &amp; Type of Engines:</b>	1 Rotax 912 ULS piston engine	
<b>Year of Manufacture:</b>	2003	
<b>Date &amp; Time (UTC):</b>	4 June 2004 at 1330 hrs	
<b>Location:</b>	Sutton Meadows, Cambridgeshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Landing gear and propeller damaged	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	74 years	
<b>Commander's Flying Experience:</b>	1,149 hours (of which 37 were on type)	
	Last 90 days - 8 hours	
	Last 28 days - 4 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot had departed from Bourn Airfield, routing to Sutton Meadows, an airfield with which he was familiar. On reaching his destination he flew a circuit to establish the wind direction and selected Runway 24 as being the most suitable, this also having clear approaches and being of adequate length. He selected 17.5° flap on base leg at an airspeed of 70 kt, and flew a long final approach at 65 kt (10 kt above the optimum final approach speed) with the flaps at 36.5°. He had reduced the speed to 55 kt in the final stages of the approach, aiming to land about 25 metres into the field when, without warning, the aircraft lost height. It touched down in standing crop 20 metres short of the runway. During the ground roll, the aircraft crossed a shallow ditch, which caused the landing gear to be damaged.

The pilot reported that the event had occurred so quickly that he did not have time to react and suspected the wind gradient as being the cause. The surface wind at the time was reported as 240°/10 kt.