

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Jabiru UL, G-RYAL
<b>No &amp; Type of Engines:</b>	1 Jabiru 2200A piston engine
<b>Year of Manufacture:</b>	2000 (Serial no: PFA 274A-13365)
<b>Date &amp; Time (UTC):</b>	31 October 2015 at 1200 hrs
<b>Location:</b>	Sandtoft Airfield, North Lincolnshire
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 1                      Passengers - 1
<b>Injuries:</b>	Crew - 1 (Serious)      Passengers - 1 (Serious)
<b>Nature of Damage:</b>	Aircraft destroyed
<b>Commander's Licence:</b>	National Private Pilot's Licence
<b>Commander's Age:</b>	85 years
<b>Commander's Flying Experience:</b>	440 hours (of which 9 were on type) Last 90 days - 10 hours Last 28 days - 4 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

## Synopsis

The aircraft struck a lamp post on short final to Runway 23. This caused the aircraft to pitch nose-down and hit a road. The pilot had been aiming to land at the beginning of the paved surface instead of the runway threshold, which was displaced by 190 m.

## History of the flight

The pilot had been flying for about 30 years on, primarily, Piper PA-28, PA-38, Cessna 150, 152 and TB10 aircraft. He had recently bought the home-built Jabiru UL (G-RYAL), had carried out a 1.2 hour flight with the previous owner and had logged 8 hours as pilot-in-command since then. He had not undertaken any flights in the aircraft with an instructor.

He had experienced difficulties landing the aircraft at his local farm strip of Coal Aston so he had flown to Sandtoft. Two weeks later he decided to carry out some circuits at Sandtoft. The wind was from 230° and he estimated the overcast cloud base to be at 700 ft. He took a passenger and briefed him to call out his airspeed on final approach so that he, the pilot, could concentrate on touching down as early as possible. He had experienced a lot of 'float' during landing and wanted to have the full runway length available.

The pilot commenced his approach to Runway 23 and was targeting an approach speed of 57 kt with full flap. Runway 23 has a 190 m displaced threshold but he was aiming to land at the beginning of the paved surface (Figure 1). He "got a bit low" during the approach and

at one point added power to climb, then he heard his passenger saying “there’s a lighting column”, or words to that effect, and a second later he felt an impact. CCTV captured the moment when the aircraft’s tailplane struck a lamp post (Figure 2). The aircraft then pitched nose-down, hit a road and slid about 35 m before coming to rest against the airfield perimeter fence. Both the pilot and his passenger were seriously injured and were assisted by emergency services.



**Figure 1**

Sandtoft Runway 23. Location of the lamp post struck by the aircraft marked with an 'x' (Image courtesy Google Earth)



**Figure 2**

CCTV snapshot of the moment after the aircraft's tailplane hit the lamp post

**Pilot comments**

The pilot had been unaware of the lamp post and was unaware that the surface before a displaced threshold was not part of the landing surface. He was also unaware that displaced thresholds were often in place to ensure sufficient clearance from obstacles on the approach path.