

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Mainair Blade, G-MZLC	
<b>No &amp; Type of Engines:</b>	1 Rotax 582 piston engine	
<b>Year of Manufacture:</b>	1998 (Serial no: 1146-0298-7-W949)	
<b>Date &amp; Time (UTC):</b>	22 August 2015 at 1315 hrs	
<b>Location:</b>	Culbokie Airfield, Ross and Cromarty	
<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>	Damage to wing, propeller, monopole, pod and wheel fairings	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	72 years	
<b>Commander's Flying Experience:</b>	70 hours (of which 69 were on type) Last 90 days - 6 hours Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The aircraft bounced on landing and then veered to the left. After the second touchdown the aircraft departed the runway and overturned in a ploughed field.

**History of the flight**

After a local flight the pilot returned overhead Culbokie Airfield. From the windsock he estimated the wind to be about 10 to 12 mph from 110° to 130°. He flew a high approach to Runway 09 (grass), which was 190 m long and 12 m wide, because he had experienced turbulence on approach to 09 before. Crossing the runway threshold he pulled the bar back to lose height and reduced power – the airspeed was 50 mph. He then flared late and the aircraft touched down on all three wheels and bounced into the air.

A video camera attached to the right wing captured the landing and showed the aircraft veer left after the bounce. When the aircraft touched down again it was heading towards the left side of the runway. One second later the nosewheel and left wheel entered tall grass and struck a metal post which resulted in the post flipping into the air. The nosewheel then lifted off but the left wheel hit a furrow in a ploughed field which caused the aircraft to pitch down. At this point, the post, which was still spinning, may have struck the propeller. The nosewheel dug into the field and the aircraft rolled onto its right side, where it came to rest. The pilot reported applying full power and pushing the bar forwards

after the second touchdown but it was too late to prevent the runway excursion. The pilot suffered two broken finger tips, and after some initial difficulties, was able to extricate himself from the aircraft.