

ACCIDENT

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| Aircraft Type and Registration: | Jabiru J430, G-HJZN | |
| No & Type of Engines: | 1 Jabiru Aircraft PTY 3300A piston engine | |
| Year of Manufacture: | 2012 (Serial no: LAA 336-15049) | |
| Date & Time (UTC): | 30 June 2012 at 1551 hrs | |
| Location: | Kenyon Hall Airstrip, Cheshire | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - 1 |
| Injuries: | Crew - None | Passengers - None |
| Nature of Damage: | Damage to wings, engine mounts and nose landing gear | |
| Commander's Licence: | Private Pilot's Licence | |
| Commander's Age: | 72 years | |
| Commander's Flying Experience: | 2,566 hours (of which 50 were on type) Last 90 days - 30 hours Last 28 days - 12 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

Summary

The aircraft drifted to its left after takeoff and the left wing struck trees adjacent to the airstrip. The aircraft yawed rapidly left into the tree line. Neither occupant was injured.

History of the flight

The pilot had flown to the airstrip at Kenyon Hall from Barton airfield (City Airport Manchester) on the morning of the accident with two passengers on board. Over the next few hours he flew G-HJZN three times from the strip with various other members of his flying club as passengers. The grass airstrip is 580 m long by 30 m wide and orientated 05/23. The weather on the day was showery, with a light surface wind, generally from the south-west.

The wind was calm for his final departure and the pilot opted for takeoff in the north-easterly direction. The pilot and one passenger were on board. The aircraft became airborne before the halfway point but, soon after liftoff, drifted to the left towards a line of trees. The pilot banked to the right to correct, but the left wing struck the trees, causing the aircraft to yaw rapidly left into the tree line. The aircraft came to rest approximately 45° nose-down in a ditch, resting on crushed tree branches. The cockpit area sustained damage when a tree branch broke the windscreen, but the two occupants, who were uninjured, were able to vacate the aircraft through their respective doors. The emergency services subsequently attended, and each occupant was examined by ambulance staff.

The pilot thought the aircraft may have been subject to an unexpected wind variation which had led to the flight path deviation soon after liftoff.

Comment from LAC Pilot... "I have been into KHF once when it first opened and vowed that I wouldn't go back, and I'm used to Farm Strips. If you know it then it's fine but I was nervous of landing so close to the trees for the very reason that seems to have caused this incident ..."



30 June 2012 Crash at KHF Airfield.

The aircraft crashed a metre away from a public footpath that runs alongside the Airfield boundary ... AAIB Report due 13 Sep
 The LAC described this in a Newsletter as ... "Not a Serious Incident"

FOOTPATH

DANGEROUS SPORT - TOO CLOSE TO HOMES, ETC., WALKERS,
 THEY KNOW IT, BUT DO NOT CARE.

LOUTON EAST ^{NEIGHBOURHOOD} DEVELOPMENT FORUM, WEB SITE.

CLICK ON HOME PAGE (TOP)

CURRENT ISSUES - (KENYON AIRFIELD PAGE)

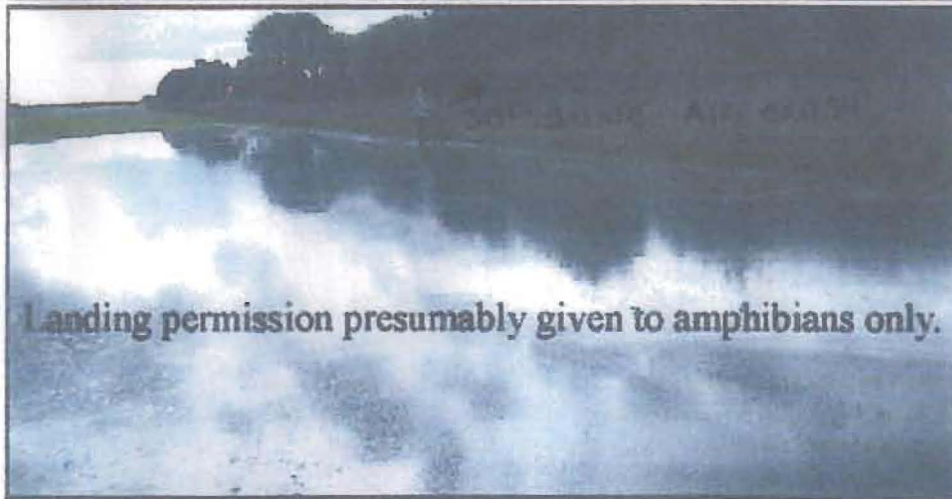
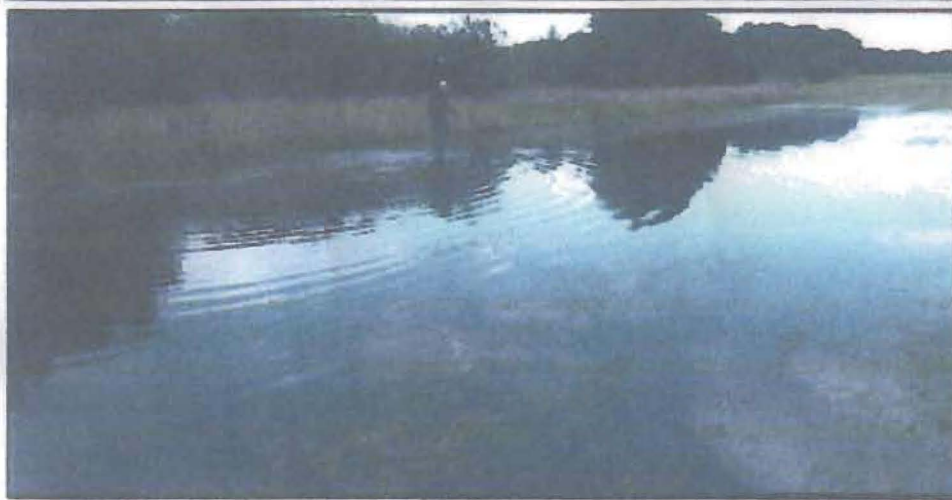
THIS GIVES A DETAILED SAFETY REPORT ON
 K.H.F. PUBLISHED OVER A YEAR AGO. L.A.C.
 HAVE CHOSEN TO IGNORE THIS.

THE CRASH 30TH JUNE IS A PRIME EXAMPLE.
 WALKED OVER TO AIRSTRIP 26TH AUG. RUNWAY
 PARTIALLY WATER-LOGGED. STILL ALLOWED PEOPLE
 TO FLY IN.

PLANNING PERMISSION WAS SUBMITTED IN JUNE BUT
 WIGAN NEEDED MORE INFO. PLANS WITHDRAWN.
 THEY ARE STILL GOING TO GO FOR 365 DAYS FLYING,
 NEW ACCESS ROAD AND 'OPERATIONAL BUILDING'. PLEASE
 PASS ON TO ANYONE INTERESTED.

26 August 2012 LAC Fly-In (Flooded conditions on the KHF Runway)

NB: 3 Aircraft were given permission to land by 2 Senior LAC Committee members.



Landing permission presumably given to amphibians only.

26th AUG
PHOTO'S TAKEN
BY JACK

PHOTOS TAKEN AS WE WALKED ALONG SIDE OF AIRSTRIP. PLANE CAME DOWN WHERE I AM STANDING - BOTTOM PHOTO.

THE SUMMER EDITION OF 'THE ELEVATOR' L.A.C WEBSITE STATES THAT PLANS ARE FOR 'FIRST PHASE' AT KENYON HALL FARM. ONCE THEY GET THAT THERE WILL BE PLANS DRAW FOR THE 'FULLY FUNCTIONING AIRFIELD'. PAST EDITIONS OF THE ELEVATOR ARE INTERESTING TO READ.

Regards Ann