

ACCIDENT

Aircraft Type and Registration:	Gemini Flash IIA, G-MWZC	
No & Type of Engines:	1 Rotax 503 piston engine	
Year of Manufacture:	1992	
Date & Time (UTC):	1 May 2009 at 1230 hrs	
Location:	Chirk, Clwyd	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - 1 (Minor)	Passengers - None
Nature of Damage:	Extensive damage	
Commander's Licence:	National Private Pilot's Licence (expired)	
Commander's Age:	61 years	
Commander's Flying Experience:	99 hours (of which 99 were on type) Last 90 days - 4 hours Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

On approach to Chirk Airfield, the aircraft struck trees adjacent to the runway. The pilot had become distracted in trying to assess the condition of the runway surface and had made insufficient allowance for wind effects.

History of the flight

The pilot had planned a flight from Otherton, Staffordshire, to Chirk, which has two grass landing strips designated Runway 01/19 and Runway 15/33. A row of trees run parallel to Runway 01/19 along its eastern edge. The runways are not marked but ground tracks 3 m wide, associated with car boot sales held on the site, are present on the airfield.

15 kt. The pilot reported that the wind had increased while en-route and, on approach, he had difficulty in tracking the centreline of Runway 19. He continued the approach but was distracted as he concentrated on assessing the condition of the runway surface. At about 50 ft, the pilot reported that he felt a movement to the left from what he later described as a violent gust and, suddenly, his view was obscured by trees. He attempted to climb the aircraft but it struck the trees in a level attitude, and became trapped. A power line which ran through the trees was damaged, and the pilot thought that this may have assisted in stopping the aircraft. He was later assisted from the trees by the North Wales Fire Service.

The weather was good and the wind was 210° at 10 to

He subsequently considered that he had made insufficient allowance for the wind effects and that, given the obstructions, an earlier go-around decision should have been made.

The pilot's licence had expired on 17 November 2008, as he had wrongly interpreted a recent change to the re-validation requirements.