

AAIB Bulletin No: 10/93

Ref: EW/G93/08/38

Category: 1.3

Aircraft Type and Registration: Piper PA-18-150 Super Cub, G-BHGC

No & Type of Engines: 1 Lycoming O-320-A2B piston engine

Year of Manufacture: 1969

Date & Time (UTC): 28 August 1993 at 1300 hrs

Location: Lee-on-Solent Airfield, Hampshire

Type of Flight: Glider Towing

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Damage to propeller, engine cowling and left wing leading edge

Commander's Licence: Private Pilot's Licence

Commander's Age: 34 years

Commander's Flying Experience: 4,264 hours (of which 122 hours were on type)
Last 90 days - 45 hours
Last 28 days - 11 hours

Information Source: Aircraft Accident Report Form submitted by the pilot, and enquiries by the AAIB

The aircraft was approaching to land on the grass area adjacent to the east side of Runway 05 after a glider launch. The pilot reported that after a normal approach and landing, at a speed of approximately 20-30 mph, the aircraft became airborne in a "three point" attitude. The pilot instinctively applied some power to cushion the touchdown, but as the aircraft sank, a roll to the right rapidly developed. Despite the application of full power, full left aileron and rudder, the aircraft continued in the right turn with the right wingtip brushing the grass. When the aircraft had turned through approximately 150° without responding to control inputs, the pilot closed the throttle. However, the aircraft tipped onto its nose, and came to rest almost immediately on its nose and main landing gear. There was no fire and the pilot, who was wearing a full harness, was uninjured and vacated the aircraft by the normal means.

The pilot of another glider tug aircraft on the airfield reported that shortly before the landing of the Super Cub a strong thermal, or dust devil vortex, was observed to originate from a nearby cut straw area and to cross the airfield close to the threshold of Runway 05, raising light debris from the ground

to a great height. The same pilot also encountered similar handling difficulties on landing on two occasions later the same day, and subsequent flying operations were cancelled.

The weather conditions at the time were reported as surface wind 330°/5 kt, with gusts to 12 kt, good visibility with scattered Cumulus cloud base 4,000 feet. The temperature was reported as being very high at the time of the accident.