

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Piper PA-25-235 Pawnee, G-BLDG	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-540-B2C5 piston engine	
<b>Year of Manufacture:</b>	1968	
<b>Date &amp; Time (UTC):</b>	3 September 2007 at 1430 hrs	
<b>Location:</b>	Rufforth Aerodrome, Yorkshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to right wing	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	53 years	
<b>Commander's Flying Experience:</b>	648 hours (of which 1 was on type) Last 90 days - 6 hours Last 28 days - 1 hour	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

During his second familiarisation flight on the aircraft, the pilot allowed the airspeed to decay excessively on the approach to land and rounded out too high, causing the aircraft to stall. The right wing contacted the ground and the aircraft landed heavily, slewing round to the right and coming to rest facing in the direction of approach. The pilot, who was wearing a full harness, was uninjured.

## History of the flight

The pilot was conducting familiarisation flights in the single seat aircraft in preparation for performing glider towing duties. He was familiar with grass Runway 36, which was in use at the time of the accident, having flown from it recently. On the morning of the accident, the pilot was given an extensive briefing on the aircraft

by the tugmaster of the gliding club, and he studied the Pilot's Operating Handbook. He then taxied the aircraft around the airfield for a while to become familiar with its ground handling characteristics. Having gained sufficient confidence, he made his first flight in the aircraft and explored its handling characteristics. Whilst practising stalls he noted that, with full flap selected, the aircraft tended to drop the right wing. He returned to the airfield and performed a number of circuits and landings, without incident.

He conducted a second familiarisation flight in the afternoon and performed three successful circuits and landings; the fourth circuit was tighter than the previous three. The approach was initially satisfactory but the

pilot believed that he inadvertently allowed the airspeed to decay excessively, over the airfield boundary, and rounded out too high. This caused the aircraft to lose flying speed and the right wing to drop. The pilot immediately applied full power but was unable to prevent the right wing from contacting the grass surface of the runway. The aircraft then landed heavily and slewed round to the right, entering the parallel and

adjacent asphalt runway, where it came to rest facing in the direction of approach. The pilot, who was wearing a full harness, was uninjured.

In the pilot's opinion, the accident was caused by allowing the speed to decay below safe limits on the approach and a late attempt at taking corrective action.