

# Rollason Beta B2, G-BUPC

**AAIB Bulletin No:** 3/2003    **Ref:** EW/G2002/09/10    **Category:** 1.3

<b>Aircraft Type and Registration:</b>	Rollason Beta B2, G-BUPC	
<b>No &amp; Type of Engines:</b>	1 Continental C90-8F piston engine	
<b>Year of Manufacture:</b>	1997	
<b>Date &amp; Time (UTC):</b>	12 September 2002 at 1450 hrs	
<b>Location:</b>	Clutton Hill Farm, Bristol	
<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 propeller, cowling and carburettor intake, canopy, spats and top of fin.	
<b>Commander's Licence:</b>	Airline Transport Pilots Licence	
<b>Commander's Age:</b>	32 years	
<b>Commander's Flying Experience:</b>	2,100 hours (of which 280 were on type)	
	Last 90 days - 75 hours	
	Last 28 days - 28 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The aircraft was returning to the airfield after a local area flight lasting 40 minutes. The pilot stated that it was preferable to land on Runway 25, with up to 10 kt tailwind, because of its marked upslope. The surface wind was from 090° at 6 kt and the aircraft was positioned for an approach to this runway.

Expecting a long landing roll, the pilot accurately controlled the aircrafts speed during final approach. His aim was to touch down as close to the threshold as possible. After floating for some distance, the aircraft landed in a tail low, stalled attitude approximately 150 metres in from the beginning of the 690 metre grass runway. As the aircraft settled on to the main wheels it veered violently to the left. The pilot successfully corrected this with right rudder and a limited amount of braking. At about 20 kt groundspeed the tail started to lift. As the aircraft pitched forward, the pilot

switched off the magnetos before the propeller struck the ground. The lower lip of the carburettor intake then contacted the runway surface, dug in and the aircraft tipped over. Having come to a stop, the pilot selected the fuel off and vacated the inverted aircraft by pushing out the cracked canopy. There was no fire.

The pilot concluded that the inside of the left main wheel spat had been damaged while taking-off from the undulating runway surface and that some of the fibreglass debris had lodged in the left wheel causing the brake to bind on landing. That, combined with the tailwind and the undulations on the runway resulted in the aircraft pitching forward such that the nose dug in and tipped the aircraft inverted.