

# Sopwith Triplane, G-BWRA, 2 March 1997

**AAIB Bulletin No: 4/97 Ref: EW/G97/03/02 Category: 1.3**

<b>Aircraft Type and Registration:</b>	Sopwith Triplane, G-BWRA
<b>No &amp; Type of Engines:</b>	1 Warner Scarab 165 piston engine
<b>Year of Manufacture:</b>	1988
<b>Date &amp; Time (UTC):</b>	2 March 1997 at 1530 hrs
<b>Location:</b>	Watchford Farm, Yarcombe, Devon
<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 left upper wing and cabane strut, propeller and undercarriage
<b>Commander's Licence:</b>	Private Pilot's Licence
<b>Commander's Age:</b>	45 years
<b>Commander's Flying Experience:</b>	633 hours (of which 9 were on type) Last 90 days -6 hours Last 28 days -3 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and AAIB telephone enquiries

The pilot reported that he approached the grass airfield to land into wind. He touched down as soon as possible after crossing the hedge and bounced slightly. On touching down for the second time he felt the aircraft drift left, which he was unable to prevent, before it decelerated quickly and pitched forward onto its nose. The pilot was unhurt and climbed out of the cockpit. He then saw that the undercarriage had collapsed and one of the cross bracing wires had snapped.

The pilot stated that he felt that he must have touched down with the aircraft drifting slightly. He added that this aircraft, in common with most WW1 designs, has virtually no crosswind tolerance and must be landed into wind at all times. He did not consider that his first touchdown had been unduly 'hard'.