

Maule M5-180C Lunar Rocket, G-BVFZ

AAIB Bulletin No: 9/2003	Ref: EW/G2003/06/04	Category: 1.3
INCIDENT		
Aircraft Type and Registration:	Maule M5-180C Lunar Rocket, G-BVFZ	
No & Type of Engines:	1 Lycoming 0-360-C1F piston engine	
Year of Manufacture:	1986	
Date & Time (UTC):	8 June 2003 at 1605 hrs	
Location:	Manston, Kent	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - 1 (Minor)
Nature of Damage:	Minor impact damage to RH wheel rim, RH wingtip, aileron and elevator	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	64 years	
Commander's Flying Experience:	1,096 hours (of which 9 were on type)	
	Last 90 days - 12 hours	
	Last 28 days - 5 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot supplemented by an ATC occurrence report	

The pilot and a friend had flown from Beccles to Manston in Kent. The aircraft joined the circuit downwind for Runway 28 which has an asphalt and concrete surface; the runway is 2,752 metres long and 61 metres wide. The 1320 hrs weather was reported as: surface wind 220°/15 kt varying in direction between 170° and 260°; visibility greater than 10 km; and scattered cloud at 2,400 feet. The aircraft was cleared to land and was configured with the first stage of flap lowered. Due to the turbulent conditions, the pilot used an approach speed possibly up to 10 mph above the 60 mph normally used.

The pilot stated that he flared the aircraft and it touched down normally, slowing to a stop. During the landing rollout he experienced some difficulty maintaining directional control using the wheel brakes in what he described as a strong, gusting wind from the south-west. When the aircraft was stationary, the left wing lifted to an angle sufficient for the right wing tip to contact the runway surface and the aircraft rotated through approximately 30° to the left around the right main landing gear wheel. The left wing then slowly dropped and the aircraft settled back onto the runway.

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The duty air traffic controller in the Tower, who monitored the approach, stated that he saw the left wing lift significantly in the flare and so he initiated the airfield crash alarm. The Rescue and Fire Fighting Service (RFFS) responded immediately. The pilot was instructed to hold his position, which he did until the RFFS arrived. He was then escorted as he taxied clear of the runway. The engine was shut down and with the assistance of the RFFS, the aircraft was pushed to the parking area.

The damage was inspected by the pilot and others who had gathered to look at the aircraft and was found to be impact damage to the right wing tip, right stabiliser and right wheel rim. A CAA engineer who later viewed the damage considered that it had probably occurred when the aircraft was stationary as described by the pilot. The pilot did not seek engineering assistance to assess the damage or any implications that it might have had for the safe operation of the aircraft. He considered it fit for flight and flew it back to Beccles later that day.

The pilot concluded that the incident occurred because the strong gusting wind may have exceeded the aircraft's 14 mph crosswind limit.