

AAIB Bulletin No: 4/93

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Category: 4

## INCIDENT

**Aircraft Type and Registration:** DHC-1 Chipmunk 22, G-BCSA

**No & Type of Engines:** 1 De Havilland Gipsy Major 10 Mk.2 piston engine

**Year of Manufacture:** 1952

**Date & Time (UTC):** 14 February 1993 at 1450 hrs

**Location:** Eastertown, near Elgin, Moray, Scotland

**Type of Flight:** Private

**Persons on Board:** Crew - 1                      Passengers - None

**Injuries:** Crew - None                      Passengers - N/A

**Nature of Damage:** Propeller tips bent; engine changed for shock loading checks

**Commander's Licence:** Private Pilot's Licence with IMC rating

**Commander's Age:** 51 years

**Commander's Flying Experience:** 140 hours (of which 32 were on type)  
Last 90 days - 10 hours  
Last 28 days - 3 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The pilot made a normal approach and landing on runway 24 at Eastertown airstrip. After the landing roll he turned left to backtrack towards the threshold. As he was turning, a strong gust of wind lifted the tail of the aircraft. The pilot checked back on the control column, even though he was already holding it back, but the tail continued to lift and the propeller touched the ground momentarily, before the tail settled back down again.

The pilot considered that the gust which caused the accident was much higher than the average wind conditions on the day and caught the pilot unawares. The forecast issued by RAF Kinloss at 0900 hrs was for a surface wind of 200°/25-30 kt. The actual conditions at Easterton were 210°/15 gusting 20 kt. Between 1430 and 1500 hrs, wind gusts up to 32 kt were recorded at Kinloss.