

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Piel CP301A Emeraude, G-AYTR	
<b>No &amp; Type of Engines:</b>	1 Continental Motors Corp C90-14F piston engine	
<b>Year of Manufacture:</b>	1958	
<b>Date &amp; Time (UTC):</b>	3 August 2010 at 1205 hrs	
<b>Location:</b>	Defford (Croft Farm) Airfield, Worcestershire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - 1 (Minor)	Passengers - N/A
<b>Nature of Damage:</b>	Damage to canopy, propeller, fuselage and elevator	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	66 years	
<b>Commander's Flying Experience:</b>	320 hours (of which 96 were on type) Last 90 days - 10 hours Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot had conducted a local flight lasting an hour, before returning to land on Runway 27L at the airfield. The weather was good, with the wind from 250° at 8 kt. The aircraft touched down smoothly but during the rollout it gradually turned into the wind. The pilot judged that the aircraft ground speed had reduced sufficiently to use the brakes to steer back onto the centreline. However,

when he applied the brakes, the aircraft rapidly pitched nose-down, resulting in it coming to rest inverted. The pilot acknowledged that he had not reduced the power completely to idle or pulled the control stick fully back during the ground roll. He stated that a misjudgement of the ground speed, combined with a tail wheel bounce as he applied the brakes, resulted in the accident.