

Andreasson BA4B, G-JEDS

AAIB Bulletin No: 7/2004	Ref: EW/G2004/04/03	Category: 1.3
Aircraft Type and Registration:	Andreasson BA4B, G-JEDS	
No & Type of Engines:	1 Lycoming O-235-C2C piston engine	
Year of Manufacture:	1993	
Date & Time (UTC):	3 April 2004 at 1333 hrs	
Location:	White Waltham Airfield, Berkshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Propeller damaged and engine shock loaded	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	51 years	
Commander's Flying Experience:	Approximately 500 hours (of which 20 were on type)	
	Last 90 days - 5 hours	
	Last 28 days - 0 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

History of the flight

The Andreasson BA4B is a small, homebuilt, biplane aircraft with a tailwheel configuration and a maximum take-off weight of 460 kg.

Andreasson BA4B



The aircraft had just landed and the pilot was taxiing his aircraft on a grass surface back towards the fuel pump and hangar area of the airfield. He had an 18 kt tailwind so he was holding the stick forward to help prevent the wind from lifting the aircraft's tail. He was trying to decide whether he should taxi over to the fuel pump to refuel or taxi back to the hangar to park when the aircraft encountered some thicker grass and started to slow down. The pilot 'blipped' the throttle forwards to regain his speed while simultaneously applying differential braking to continue his 'zig-zag' taxi (the 'zig-zag' taxi is standard procedure in this aircraft for maintaining forward visibility on the ground). Very suddenly the aircraft pitched over onto its nose and the propeller struck the ground. The pilot reported that it happened so quickly that he did not have time to pull the stick aft. He switched off the fuel supply, the magnetos and all the electrics, and then he opened the canopy and unfastened his harness. There was no smell of fuel or smoke so he waited for the airfield's rescue services to arrive. They arrived promptly and assisted him with his exit.

Pilot's assessment of the cause

The pilot judged that when he 'blipped' the throttle, the airflow over the tail produced by the propeller wash exceeded the strength of the opposing tailwind. He admitted that at this point he should have been holding the stick aft rather than forward. As the tail lifted the tailwind would have assisted in raising the tail, resulting in the aircraft's rapid rotation onto its nose. Once the tail was up the pilot believed that he probably would have needed lightning reactions to pull the stick aft and increase the power to prevent the pitch over. The pilot considered that a contributory factor to this accident was the fact that his mind was more focused on trying to decide where to taxi to, than focused on the physical task of taxiing itself. With hindsight he considered that he should have stopped the aircraft first while deciding where to park.