

AAIB Bulletin No: 1/96

Ref: EW/G95/11/01

Category: 1.3

Aircraft Type and Registration: Beagle E3, G-ASCC

No & Type of Engines: 1 Continental IO-470-D piston engine

Year of Manufacture: 1962

Date & Time (UTC): 5 November 1995 at 1025 hrs

Location: Long Marston Airfield, Warwickshire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Substantial to propeller, fin, tailplane and shock loading to engine

Commander's Licence: Private Pilot's Licence

Commander's Age: 45 years

Commander's Flying Experience: 2,000 hours (of which 110 were on type)
Last 90 days - 28 hours
Last 28 days - 11 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

Prior to his arrival at Long Marston Airfield the pilot had telephoned to request permission to land and to obtain the latest weather information. Landing permission was granted and the pilot reported that he was instructed to use tarmac Runway 04 with a left-hand circuit on arrival. The forecast weather was CAVOK with light winds.

The pilot joined the circuit as instructed and, during the crosswind leg, noticed a microlight aircraft landing on Runway 22. The pilot was a little concerned at this as the runway in use appeared contrary to the instructions he had been given, however, he continued downwind observing the progress of the microlight as it back-tracked the runway. The pilot looked for the airfield wind socks for confirmation of the surface wind direction but they were not sighted.

After carrying out a normal three-point landing on Runway 04 and as the airspeed decayed to approximately 8 to 10 kt the aircraft suddenly veered to the right and the tail lifted slightly. The pilot reported that he then gently applied the brakes and checked that the 'stick' was in the fully aft position. The tail, however, continued to rise. As the pilot applied more pressure to the brakes the aircraft

pitched down and the propeller hit the runway. Almost immediately the aircraft pitched inverted and came to rest. The pilot selected the switches off and he and his passenger, who were both wearing full harness restraints, evacuated the aircraft without injury.

The pilot reported that post-accident indications from the two windsocks on the airfield, which had not been seen during the approach, showed a surface wind of 170°/15 to 20 kt (equivalent to a 9 to 13 kt tailwind component and a 11 to 15 kt crosswind component). Furthermore, he believed that the aircraft had been subjected to a tailwind gust in the later stages of the ground roll out.

A study of various pilot's notes for different marks of this aircraft type state that the maximum operating crosswind component should not exceed 10 to 18 mph (8.6 to 15.6 kt).