

# Luscombe 8A, N1134K, 28 August 1996

## AAIB Bulletin No: 11/96 Ref: EW/G96/08/25 Category: 1.3

<b>Aircraft Type and Registration:</b>	Luscombe 8A, N1134K
<b>No &amp; Type of Engines:</b>	1 Continental C85-12F piston engine
<b>Year of Manufacture:</b>	1946
<b>Date &amp; Time (UTC):</b>	28 August 1996 at 1155 hrs
<b>Location:</b>	Turweston Airfield, Nr Brackley, Northants
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 2 - Passengers - None
<b>Injuries:</b>	Crew - None - Passengers - N/A
<b>Nature of Damage:</b>	Left main gear collapsed, damage to left wing tip and the propeller and the engine was shock loaded
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence
<b>Commander's Age:</b>	56 years
<b>Commander's Flying Experience:</b>	8,950 (of which 300 were on type) Last 90 days - 100 hours Last 28 days - 40 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

The aircraft was on a flight from Wellesbourne Mountford, near Stratford-upon-Avon, to Turweston Airfield. The weather was excellent with good visibility, no cloud below 3,000 feet and a surface wind of 360°/05 kt. Runway 09 was the active runway at Turweston and its published landing distance was 800 metres with an asphalt surface.

Following a normal touch down the aircraft swung to the left, the pilot corrected this movement with an application of full right rudder. The aircraft then swung to the right but the pilot was unable to correct this with left rudder which was by now ineffective due to the low airspeed. He was also unable to reposition his feet, so as to use the heel brakes and apply corrective braking, before the aircraft had swung through 90°. At a speed of about 10 kt the main wheels hit the runway edge; the left main gear collapsed and the left wing tip and the propeller struck the ground. The pilot considers that the difficulties in maintaining direction during the roll out resulted from a strong gust of crosswind occurring as rudder authority was diminishing.