

ACCIDENT

Aircraft Type and Registration:	Vans RV-9A, G-CDMF	
No & Type of Engines:	1 Lycoming O-320-E2D piston engine	
Year of Manufacture:	2006	
Date & Time (UTC):	2 September 2007 at 1500 hrs	
Location:	Oaksey Park Airfield, Wiltshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to propeller, nose gear, canopy, left wing tip and upper fin/rudder	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	59 years	
Commander's Flying Experience:	132 hours (of which 18 were on type) Last 90 days - 15 hours Last 28 days - 10 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

After a bounced landing, the aircraft touched down heavily on its nose gear and then flipped inverted. The variable and gusty wind conditions probably contributed to the accident.

History of the flight

The aircraft was on a return flight from St. Omer in France. The pilot overflew Oaksey Park airfield to determine the wind direction and strength from the two windsocks. He estimated the wind as variable from 270° at 10 kt with gusts to 15 kt. He then manoeuvred the aircraft for a left downwind approach to Runway 22 (grass). During final approach he reduced the airspeed to 65 mph and selected full flap. There was some

turbulence and the aircraft's sink rate increased so he added some power. Close to the runway threshold the pilot noticed that the windsock was veering left and right of the centreline by about 20°. He was working hard to keep the wings level with aileron and the nose straight with rudder. After crossing the threshold he reduced the power to IDLE and started to flare. The aircraft's nose suddenly pitched up by about 10° and then the aircraft dropped suddenly, about 3 to 4 feet, and landed tail down. It bounced on its main gear back into the air and then landed heavily, nose down, on its nose landing gear. The nosewheel dug into the ground and the aircraft flipped upside down onto its back.

The pilot and his passenger were unable to exit the inverted aircraft. Shortly thereafter the airfield manager arrived with an axe and used it to cut out a section of canopy large enough for the pilot and his passenger to crawl out of the aircraft.

Pilot's assessment of the cause

The pilot reported that his landing airspeed was too low for the gusty weather conditions and that he believed wind shear near the runway threshold contributed to the accident.