

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Stampe SV4C, G-BNYZ	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-360-A2A piston engine	
<b>Year of Manufacture:</b>	1946	
<b>Date &amp; Time (UTC):</b>	26 July 2008 at 1000 hrs	
<b>Location:</b>	Weybourne (Muckleburgh) Airfield, Norfolk	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - 1 (Minor)	Passengers - 1 (Minor)
<b>Nature of Damage:</b>	Aircraft extensively damaged	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	61 years	
<b>Commander's Flying Experience:</b>	204 hours (of which 120 were on type) Last 90 days - 30 hours Last 28 days - 8 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

The pilot of a Stampe biplane misidentified the runways at a private airfield and attempted to land on one that was of insufficient length. During the landing roll he commenced a go-around, during which the right lower wing and landing gear struck a perimeter fence. The right tyre and lower wingtip were damaged and the ailerons jammed in the neutral position. During the subsequent landing the aircraft pitched over onto its back; the pilot and passenger received minor injuries.

## History of the flight

This was the pilot's first visit to Weybourne (Muckleburgh) and in planning the flight he consulted the Pooleys and Lockyears flight guides. Both flight guides stated that there were two grass runways at the

private airfield, but the descriptions of their length and orientation differed. One guide referred to Runways 16/34 and 03/21 as being 610 m and 370 m long; the other referred to Runways North/South and East/West, these being 550 m and 380 m long.

The wind was forecast as 280°/5-6 kt, so the pilot joined on an extended downwind leg for a left-hand circuit to land on Runway 34. There were no runway markings and he misidentified the runways, unknowingly joining the circuit to land on the much shorter Runway 03. He reported that he had to fly a steep approach in order to clear some tall trees and, following the flare, the aircraft floated a long way down the runway. He therefore initiated a go-around and on the second approach adopted

a short field landing technique. This time the aircraft touched down on the runway, but as the landing roll was longer than expected, he decided to go around again. As the aircraft became airborne, the right lower wing struck a concrete post supporting a barbed wire perimeter fence and at the same time he felt a slight 'bump' from the landing gear. He saw that the right lower wingtip had been damaged and established that the ailerons had become jammed in the neutral position. He flew a further circuit to land on Runway 03, controlling the aircraft using rudder and elevator only. As the aircraft touched down, he heard a loud 'bang' and at the same time, felt a 'jerk' through the landing gear, before the aircraft pitched inverted. The pilot and passenger, who

both suffered minor scratches and bruises, vacated the aircraft without assistance. When the pilot inspected the aircraft after the accident, he noticed that one tyre had detached from its wheel rim.

#### **Pilot's comments**

The pilot commented that he had misidentified the runway and landed on a runway that, with a slight tailwind and downslope, had insufficient length in which to stop safely. He believed that the tyre was damaged when it struck the fence during the second go-around and that this wheel had dug into the soft grass on touchdown, causing the aircraft to pitch over onto its back.