ACCIDENT

Aircraft Type and Registration:	Cap 232, G-IIVI
No & Type of Engines:	1 Lycoming AEIO-540-L1B5 piston engine
Year of Manufacture:	1999
Date & Time (UTC):	3 March 2008 at 1200 hrs
Location:	Wickenby Airfield, Lincolnshire
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Engine shock-loaded, propeller destroyed and wheel spats and paintwork damaged
Commander's Licence:	Airline Transport Pilot's Licence
Commander's Age:	34 years
Commander's Flying Experience:	7,155 hours (of which 120 were on type) Last 90 days - 65 hours Last 28 days - 21 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

Synopsis

After making a successful crosswind landing, the aircraft was caught by a gust of wind from behind, causing the tail to lift and the propeller to strike the ground.

History of the flight

On arrival at Wickenby, at the end of a VFR flight from Sherburn, the wind was 270º at 15-20 kt, which was crosswind for both of Wickenby's runways, orientated 03/21 and 34/16 respectively.

After assessing the situation, the pilot decided to land on Runway 21, as it was slightly longer than the others and had an uphill slope. After carrying out a normal crosswind landing, the aircraft was brought to rest on the runway centreline just beyond the intersection with 34/16. However, when the pilot subsequently turned to taxi clear, the aircraft was caught by a gust of wind from behind which lifted the tail, causing the propeller to strike the runway and stop the engine. After turning off the electrical and fuel systems, he vacated the aircraft via the canopy, helped by airfield staff and others who had come to his assistance.

The pilot stated that he had done nothing different from previous occasions when flying tailwheel configured aircraft of various types, including in similar wind conditions, over a period of some fifteen years. He attributed the accident to an unexpected gust of wind.