

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Piper L21B Super Cub, G-SCUB
<b>No &amp; Type of Engines:</b>	1 Lycoming O-290-D2 piston engine
<b>Year of Manufacture:</b>	1954
<b>Date &amp; Time (UTC):</b>	6 October 2007 at 1653 hrs
<b>Location:</b>	Anwick, near Sleaford, Lincolnshire
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 1                      Passengers - 1
<b>Injuries:</b>	Crew - 1 (Serious)      Passengers - 1 (Serious)
<b>Nature of Damage:</b>	Aircraft extensively damaged, power cables damaged
<b>Commander's Licence:</b>	Private Pilot's Licence
<b>Commander's Age:</b>	39 years
<b>Commander's Flying Experience:</b>	46 hours (45 were on type) Last 90 days - 8 hours Last 28 days - 0 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

## Synopsis

Whilst making a precautionary overflight of the airstrip prior to landing, the aircraft was inadvertently allowed to descend. The right wheel snagged a set of power cables, which spun the aircraft round, before it struck the ground. Recent cultivation of the land resulted in a low visual contrast between the cables and the background, making them hard for the pilot to see.

## History of the flight

After a 30 minute local flight, the pilot returned to the farm strip from which he had taken off. On departure, he noticed that there were birds in the fields adjacent to the strip and considered it prudent to make an inspection pass prior to landing. He positioned the aircraft to overfly the strip diagonally from east to west, with

the intention of landing on grass Runway 07. Whilst looking out to check that the runway and approach path were clear, he inadvertently allowed the aircraft to develop an excessive sink rate, causing its right wheel to snag on 11 kVA power cables at the eastern end of the strip. The aircraft spun round and struck the ground, out of control, coming to rest a short distance from the cables. The pilot and passenger, who were wearing four-point harnesses, were seriously injured. Despite his injuries, the pilot was able to exit the aircraft unaided and call the emergency services, who arrived quickly at the scene.

The pilot assessment of the cause of the accident was that the rate of descent developed because he was

concentrating on the instruments and his lookout, and the lack of contrast between the power cables and the background, made them hard to see.