

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Vans RV-4, G-BULG	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-E3D piston engine	
<b>Year of Manufacture:</b>	1989	
<b>Date &amp; Time (UTC):</b>	4 August 2007 at 1100 hrs	
<b>Location:</b>	Private strip, Firgrove, Wreningham, Norfolk	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Damage to propeller, engine mount, firewall, cowling, landing gear and wing underside	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	62 years	
<b>Commander's Flying Experience:</b>	980 hours (of which none were on type) Last 90 days - 0 hours Last 28 days - 0 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and further enquiries by the AAIB	

**Synopsis**

After a normal 3-point touchdown on the grass runway, the aircraft ran over a slight ridge and lifted off in a high nose-up attitude. The pilot held the control stick aft and the aircraft descended, landing heavily, causing the main landing gear to collapse.

**History of the flight**

This was the pilot's first flight in a Vans RV-4, which is a tailwheel aircraft. The pilot had approximately 600 hours of tailwheel experience, much of it on Tiger Moths. His passenger was the owner of the aircraft. They departed Firgrove in good weather conditions and landed at Shipdham Airfield. After about 15 minutes

they departed Shipdham to return to Firgrove. The pilot carried out an approach followed by a planned go-around and then established himself for an approach and a full stop landing on Runway 28 (grass). The wind was from 250° at 12 kt. The approach was made at 80 mph, reducing to 70 mph over the threshold. A normal 3-point touchdown was made with approximately two thirds of the 600 m runway remaining. The aircraft then ran over a slight ridge in the runway surface and lifted off in a high nose-up attitude. The aircraft then descended and landed heavily, causing the main landing gear to collapse rearwards.

**Passenger's comments on the accident**

The passenger, who was the owner of the aircraft, reported that the landing was normal and the pilot then brought the control stick fully aft (a normal tailwheel landing technique). G-BULG is an early model RV-4, with shorter landing gear legs, and it normally lands in a 3-point attitude above the stall speed. The passenger reported that the slight ridge in the runway normally causes the aircraft to make a slight 'hop' but, in this case, the stick was held fully aft, causing the aircraft to pitch up and it then 'mushed' back onto the ground.

**Pilot's assessment of the cause**

The pilot stated that he decided to hold the stick aft when the aircraft pitched up after touchdown. With

hindsight, he believed he should have added some power, lowered the nose with some forward stick, and then either landed or carried out a go-around. He believed that his lack of recent flying experience probably contributed to the accident.

**Recency requirements for carrying passengers**

JAR-FCL 1.026<sup>1</sup> requires that a Pilot-in-Command carry out at least three takeoffs and three landings in the preceding 90 days in order to carry passengers.

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**Footnote**

<sup>1</sup> JAR-FCL is the Joint Aviation Regulation for Flight Crew Licensing. The JAR-FCL 1.026 requirement can be found in LASORS section F.