

AAIB Bulletin No: 1/94

Ref: EW/G93/11/09

Category: 1.3

Aircraft Type and Registration: Piper J3C-65 Cub, G-ATKI

No & Type of Engines: 1 Continental A75-8F piston engine

Year of Manufacture: 1946

Date & Time (UTC): 14 November 1993 at 1220 hrs

Location: Enstone Airfield, Oxfordshire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Rudder, fin and wings damaged; cabin structure distorted, windscreen broken and propeller cracked

Commander's Licence: Private Pilot's Licence

Commander's Age: 39 years

Commander's Flying Experience: 553 hours (of which 445 were on type)
Last 90 days - 50 hours
Last 28 days - 7 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot had just carried out a successful rate of climb check and was recovering to Enstone after a 20 minute flight. During the morning the wind had been strong and gusty but the pilot noted that it had abated and become more constant prior to his flight. For his landing on the grass in a direction of 350° the pilot noted the wind strength as 15 kt with occasional gusts to 20 kt; the surface was damp and the weather was clear. The landing was uneventful and the aircraft was brought to rest for post-landing checks. Following these checks the pilot taxied the aircraft into wind towards the lee of the hangars but, as he approached the hangars, the tail and right wing lifted. Full corrective aileron and elevator failed to counteract the movement and, as the left wing contacted the ground the pilot switched off the magnetos. The aircraft rolled forward and pivoted over its left wing, coming to rest inverted but still pointing into wind. The pilot considered that the accident was caused by an unexpected gust of wind or by turbulence deflected from the hangars or surrounding buildings. Following notification of the accident, the Meteorological Office at Bracknell estimated from the weather chart that the surface wind at Enstone at the time of the accident would have been 310°/20 to 25 kt gusting 35 to 40 kt.