

Piper PA 18-135 Super Cub, G-BKJB, 4 August 1996

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Aircraft Type and Registration:	Piper PA 18-135 Super Cub, G-BKJB
No & Type of Engines:	1 Lycoming O-290-D2 piston engine
Year of Manufacture:	1950
Date & Time (UTC):	4 August 1996 at 1330 hrs
Location:	Kingsmuir House, Anstruthor, Fife, Scotland
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - None
Injuries:	Crew - None - Passengers - N/A
Nature of Damage:	Substantial to propeller, fuselage, landing gear, wings and tail fin
Commander's Licence:	Private Pilot's Licence
Commander's Age:	36 years
Commander's Flying Experience:	128 hours (of which 25 were on type) Last 90 days - 10 hours Last 28 days - 4 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The pilot had planned to fly from Cumbernauld to Portmoak and then to Kingsmuir before returning to Cumbernauld. The weather was fine with good visibility, no significant cloud and a light south-easterly wind.

The flight proceeded uneventfully until the arrival at Kingsmuir. Having joined overhead the field the pilot determined from the wind sock, which was positioned midway along the strip on the northern side, that the surface wind was generally from the south-east at approximately 5 kt. The grass strip, which was cut into a field of standing wheat approximately one metre high, was 620 metres long and 25 metres wide and aligned in the direction 06/24.

The pilot initially flew a right hand circuit and go-around to Runway 06 in order to confirm the condition of the grass surface. Satisfied that the surface was sound he flew a second circuit to land on Runway 06. The approach and flare were normal, however before the aircraft touched down it started to drift to the right. The pilot elected to go-around but as he applied power the aircraft swung

to the right. In attempting to recover the situation he lost control of the aircraft which departed to the left of the runway, landed heavily in the standing crop and pitched inverted coming to rest approximately 10 metres from the runway edge. Restrained by his 4-point harness the pilot vacated the aircraft without injury.

The pilot stated that the accident was probably due to his failure to appreciate the effect that trees, upwind of the strip, may have had on the local wind and that the swing during the attempted go-around took him by surprise. Furthermore his subsequent overcontrolling while the aircraft was close to the stall brought about the loss of control.