

Pazmany PL-2, G-OPAZ

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Category: 1.3

Incident

Aircraft Type and Registration:	Pazmany PL-2, G-OPAZ	
No & Type of Engines:	1 Lycoming O-235-C2C piston engine	
Year of Manufacture:	2001	
Date & Time (UTC):	30 May 2003 at 1715 hrs	
Location:	Boscombe Down Aerodrome, Wiltshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to propeller	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	66 years	
Commander's Flying Experience:	800 hours (of which 110 were on type)	
	Last 90 days - 28 hours	
	Last 28 days - 14 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The aircraft had just landed on the grass surfaced Runway 17, which runs between the asphalt surfaced Runway 17 and the taxiway which serves them both. The pilot had completed a flight lasting one hour that included general handling in the local area and five touch and go landings. As the aircraft taxied off the grass runway surface on to the asphalt taxiway it had to negotiate a step down of approximately three inches and then a short rise up the shoulder of the taxiway on to the level portion. During this manoeuvre, which was conducted at a slow walking pace, idle power and at about 70° to the line of the join between the two surfaces, the tips of the propeller made contact with the surface of the taxiway as the nose wheel dropped down off the grass surface. The engine was immediately shut down and the aircraft brought to a halt simultaneously. The pilot made a blind call on the radio to inform other traffic of the temporary obstruction formed by his stationary aircraft. Damage was restricted to the propeller blades. The propeller was 71 inches in diameter, twin bladed and of wooden construction. The engine was checked later and found to be serviceable.

During subsequent examination of the nose oleo, it was discovered that the nitrogen charge and a quantity of hydraulic fluid had leaked out through a defective silver soldered joint. The pilot concluded that this had allowed the oleo to compress fully, reducing the ground clearance beneath the propeller. He also remarked that there was probably some leakage from the oleo prior to the flight and this was exacerbated by the taxiing and five touch and go landings on the grass runway during the flight.

