

## Aero Commander Callair A-9A, G-TDFS

<b>AAIB Bulletin No:</b> 12/2004	<b>Ref:</b> EW/G2004/07/25	<b>Category:</b> 1.3
<b>Aircraft Type and Registration:</b>	Aero Commander Callair A-9A, G-TDFS	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-540-A1B5 piston engine	
<b>Year of Manufacture:</b>	1965	
<b>Date &amp; Time (UTC):</b>	31 July 2004 at 1539 hrs	
<b>Location:</b>	Derby Airfield, Derbyshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - N/A
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to left gear and propeller; engine shockloaded	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	45 years	
<b>Commander's Flying Experience:</b>	250 hours (of which 0 were on type)	
	Last 90 days - 6 hours	
	Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

In preparation for his first flight in G-TDFS, which he owned, the accident pilot had watched a demonstration flight by another pilot who was experienced in the aircraft type. The Callair A-9A is a single-seat tailwheel aircraft. The owner, who was experienced in tailwheel aircraft, was then given a full brief for his first flight. For this initial flight, the weather was good with a surface wind of 330°M/03 kt. Runway 23 was in use for takeoff and Runway 35 was in use for landing. Runway 35 had a grass surface and a landing distance available of 528 metres. The pilot had previously operated from the airfield.

After a normal takeoff, the pilot carried out some general handling including stalling, with and without flap, before returning to the airfield. On his first approach to land, the aircraft was configured with flaps down and at the briefed final airspeed of 65 mph. Over the threshold, the pilot was aware that the airspeed was slightly slow at 60 mph but the aircraft felt comfortable. Touchdown was slightly tailwheel first and the aircraft bounced. The pilot applied some power but the aircraft then bounced heavily on the main gear. The aircraft was now airborne with a high nose attitude and the pilot immediately started to apply power for a go-around. However, he was then aware of G-TDFS stalling from about 30 feet agl. The aircraft struck the runway with the left wing low and the left gear collapsed.

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Four days later, to ensure that his handling technique was correct, the pilot flew a satisfactory flight with an instructor in another tailwheel aircraft.