

ACCIDENT

Aircraft Type and Registration:	Wolf WII Boredom Fighter, G-BNAI	
No & Type of Engines:	1 Continental Motors Corp A65-8F piston engine	
Year of Manufacture:	1986	
Date & Time (UTC):	9 June 2008 at 0935 hrs	
Location:	RNAS Yeovilton, Somerset	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers- N/A
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to left landing gear structure and left leading edge and tip of lower mainplane	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	49 years	
Commander's Flying Experience:	308 hours (of which 156 were on type) Last 90 days - 7 hours Last 28 days - 3 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

After landing on a paved surface, the pilot disengaged the tailwheel lock for taxi and the aircraft ground looped.

and wind direction and speed from ATC: any crosswind was light.

History of the flight

The aircraft is a small single-seat tailwheel biplane, similar in appearance to the classic SPAD scout of World War 1. This design does, however, include wheel brakes and a tailwheel lock.

The pilot reports that the touchdown was close to the runway threshold, slightly to the left of the centreline and he started to brake evenly: at this point he could see, to his right, the exit and taxiway leading to 'Zulu' stand, to which ATC had already cleared him. At some point the pilot disengaged the tailwheel lock, for better manoeuvring during taxi, but he suddenly felt the left wing drop as the landing gear collapsed and the aircraft rapidly ground looped to the right. The pilot immediately contacted ATC, turned off fuel and magnetos and exited the aircraft easily.

The pilot was landing on the paved Runway 27 at RNAS Yeovilton. He was positioned behind a Grob light aircraft and, after extending the downwind leg of his circuit, the pilot turned towards the runway and called "finals for a full stop". He received clearance

There was no indication of earlier damage to the landing gear. In a frank and considered statement the pilot comments that the ground loop was due to a

lapse in his concentration on cockpit procedure, in that he disengaged the tailwheel lock too early, above the recommended speed.