

# Taylorcraft BC12D, G-BPPZ

**AAIB Bulletin No: 6/97 Ref: EW/G97/04/09 Category: 1.3**

<b>Aircraft Type and Registration:</b>	Taylorcraft BC12D, G-BPPZ
<b>No &amp; Type of Engines:</b>	1 Continental A65-8F piston engine
<b>Year of Manufacture:</b>	1946
<b>Date &amp; Time (UTC):</b>	13 April 1997 at 1600 hrs
<b>Location:</b>	Castleton Farm, Gorebridge, Nr Edinburgh
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 1 - Passengers - None
<b>Injuries:</b>	Crew - None - Passengers - N/A
<b>Nature of Damage:</b>	Engine shock loaded with substantial damage to propeller. Slight damage to fuselage and right wing
<b>Commander's Licence:</b>	Private Pilot's Licence with IMC and Night Ratings
<b>Commander's Age:</b>	49 years
<b>Commander's Flying Experience:</b>	371 hours (of which 38 were on type)  Last 90 days - 11 hours  Last 28 days - 2 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

The weather at the time of the accident was fine with a light northerly wind, good visibility and scattered cloud at 2,500 feet.

The aircraft was landing in a southerly direction at Castleton Farm on an upsloping dry grass strip 370 meters long. As it crossed the threshold the aircraft's speed had been reduced from 60 mph to 55 mph. The aircraft touched down in the middle of the strip and, as the rate of deceleration was considered inadequate, the pilot applied full power and elected to carry out a go-around. After becoming airborne the main landing gear made contact with the top of the boundary fence pitching the aircraft inverted. The pilot, who was wearing a lap diagonal seat belt, escaped without injury.

The pilot reported that on touchdown the light northerly wind had increased in strength giving a greater tailwind than expected. This, combined with the late touchdown, had necessitated a late go-around with insufficient runway length remaining.