

ACCIDENT

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| Aircraft Type and Registration: | Oldfield Baby Lakes, G-BTZL | |
| No & Type of Engines: | 1 Continental C85-12F piston engine | |
| Year of Manufacture: | 1986 | |
| Date & Time (UTC): | 12 July 2007 at 1315 hrs | |
| Location: | Welshpool Airport | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - N/A |
| Injuries: | Crew - None | Passengers - N/A |
| Nature of Damage: | Damage to top wing, propeller, engine and tail fin | |
| Commander's Licence: | Private Pilot's Licence | |
| Commander's Age: | 59 years | |
| Commander's Flying Experience: | 844 hours (of which 0 were on type) Last 90 days - 12 hours Last 28 days - 4 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

Synopsis

Shortly after landing, the tail of the aircraft lifted and it nosed over. The pilot stated that he either inadvertently applied the brakes or released the elevator back-pressure during the landing roll. Another factor was his lack of recent experience of 'taildragger' aircraft, having last flown them in the 1970s.

History of the flight

The accident flight was the first time the pilot had flown a Baby Lakes, which is a single-seat taildragger biplane. He had last flown a taildragger in the 1970s, with his recent flying experience being mainly on Cessna 150 'nosewheel' aircraft.

Prior to the flight he had spent some time carrying out

high-speed taxi runs in G-BTZL to gain a feel for the aircraft's handling characteristics on the ground. He also obtained guidance on the aircraft's handling and operation from the previous owner.

The intention of the flight was to carry out upper airwork in the local area before returning to Welshpool. The takeoff, subsequent upper airwork and handling were uneventful. On approaching Welshpool, the pilot initially decided to carry out an approach followed by a go-around to familiarise himself with the aircraft's handling. He accomplished this without incident.

The pilot then carried out a circuit and approached Runway 22 for a normal landing; the wind was reported

as being from 240° at 8 kt. Shortly after touchdown, and during the landing roll, the tail lifted and the aircraft nosed over, before finally coming to rest inverted on the runway. The pilot was wearing a full harness and was uninjured; he was able to release himself and crawl out from underneath the aircraft. Although there was fuel leaking, there was no fire.

G-BTZL was fitted with heel brakes and the pilot later stated that it was possible that during the landing roll, and whilst he was operating the rudder pedals, he inadvertently applied the brakes. He also stated that it was possible that he released the elevator back-pressure during the landing roll. A factor in this accident was his lack of recent experience on taildragger aircraft.