

**AAIB Bulletin No: 7/93**

**Ref: EW/G93/05/23**

**Category: 1c**

**Aircraft Type and Registration:** Bellanca 7GCBC Citabria, G-BKBP

**No & Type of Engines:** 1 Lycoming O-320-A2B piston engine

**Year of Manufacture:** 1973

**Date & Time (UTC):** 23 May 1993 at 1520 hrs

**Location:** Graveley Airfield, Hertfordshire

**Type of Flight:** Private

**Persons on Board:** Crew - 1                      Passengers - 1

**Injuries:** Crew - None                      Passengers - None

**Nature of Damage:** Beyond economic repair

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 31 years

**Commander's Flying Experience:** 58 hours (of which 54 were on type)  
Last 90 days - 3 hours  
Last 28 days - 1 hour

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The aircraft was on a flight from Little Gransden to the grass airstrip at Graveley. The airstrip at Graveley is orientated north/south and measures 550 metres by 15 metres. At the time of the accident the western side of the prepared strip was bounded by a crop of standing wheat.

The pilot reports that on reaching Graveley, which she had not visited before, she circled overhead to inspect the field and check the wind direction. The windssock indicated that the surface wind was across the runway from the east but, as it did not appear to be very strong, she decided to go ahead with an approach and landing on the southerly runway. On the final approach the pilot realised that the aircraft was rather high and she made a series of short turns to reduce height and then straightened the approach as the aircraft approached the threshold. The pilot states that up until that moment the crosswind had not appeared to be a problem, however just prior to landing the left wing rose and the aircraft landed heavily on the right main landing gear and bounced. As by then the aircraft was heading towards the right side runway edge the pilot decided to carry out a go-around. She applied full power but the main landing gear contacted the standing wheat and the aircraft failed to climb. The aircraft's right wing then struck a hawthorn bush and the aircraft slewed round and came to a halt. The

pilot made the switches safe and both occupants, who had been wearing full upper torso restraint harnesses, released themselves and vacated the aircraft without injury.

In a full and frank description of the circumstances of this accident the pilot states that she considers that a gust in the crosswind caused her to lose control of the aircraft and that her decision to carry out a go-around was taken too late.