

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Luscombe 8A Silvaire, G-AKTN	
<b>No &amp; Type of Engines:</b>	1 Continental Motors Corp A65-8 piston engine	
<b>Year of Manufacture:</b>	1946	
<b>Date &amp; Time (UTC):</b>	24 December 2008 at 1345 hrs	
<b>Location:</b>	Clacton Airfield, Essex	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - 1 (Minor)	Passengers - N/A
<b>Nature of Damage:</b>	Buckled wings, damage to rear fuselage and cockpit area	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	44 years	
<b>Commander's Flying Experience:</b>	164 hours (of which 2 were on type) Last 90 days - 4 hours Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot, who had approximately 60 hours experience on tailwheel aircraft but only two hours on type, had completed a check flight on the Luscombe 8A a few weeks earlier. He reported that on this landing the aircraft had floated much longer than he had previously experienced and did not slow down as quickly as expected after touchdown. He applied the brakes towards the end of the landing roll, at an estimated speed of about 20 mph.

Initially there was no response, then the brakes locked up, pitching the aircraft over onto its back. Weather conditions at the time of the accident were good, with the wind variable at less than 5 kt and a QNH of 1029 mb. The pilot considered that the long float prior to touchdown and his inexperience on this type, which is not equipped with flaps, were contributory factors.