

No: 11/92

Ref: EW/G92/09/24

Category: 1c

**Aircraft Type and Registration:** Luscombe 8E Silvaire, G-BSHJ

**No & Type of Engines:** 1 Continental C85-12F piston engine

**Year of Manufacture:** 1947

**Date & Time (UTC):** 25 September 1992 at 1130 hrs

**Location:** Private strip near Caerwys, Clwyd

**Type of Flight:** Private

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

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

**Nature of Damage:** Moderate damage to rear fuselage and tailplane assembly

**Commander's Licence:** Airline Transport Pilot's Licence (UK/Swiss)

**Commander's Age:** 43 years

**Commander's Flying Experience:** 10,500 hours (of which 47 were on type)  
Last 90 days - 49 hours  
Last 28 days - 12 hours

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

The aircraft was in use for a private flight from Hawarden aerodrome to a private landing strip near Caerwys, Clwyd. The pilot reports that on the previous evening he had paced the strip which was aligned northeast/southwest, and assessed the available distance as 350 yards with a further 150 yards available by removing a low wire cattle fence. The surface was moderately long grass and the start of the southwest landing run is sited on an up slope.

The weather on the day of the flight was fine with light and variable surface winds, and on arrival over the strip the pilot elected to make an approach and landing to the southwest. He reports that he carried out an normal approach at an airspeed of 70 mph, experiencing slight wind shear on short finals. On touch down the aircraft bounced and floated for some 30 yards before touching down again in the three point attitude. As he was unhappy with the landing, he made an immediate decision to go around. In his full and frank accident report the pilot describes how he opened the throttle rapidly but the aircraft appeared slow to accelerate. He attributes this to a combination of a too rapid opening of the throttle, the heavy landing weight and the fairly long damp grass on the up slope. He decided that it was more prudent to stop and so he closed the throttle and applied the wheel brakes. Shortly afterwards the aircraft ground looped to the right through about 120° before coming to a halt. All switches were made safe and both occupants vacated the aircraft without injury.