

Piper PA-25-235 Pawnee, G-BUXY

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| AAIB Bulletin No: 5/2003 | Ref: EW/G2003/02/18 | Category: 1.3 |
| Aircraft Type and Registration: | Piper PA-25-235 Pawnee, G-BUXY | |
| No & Type of Engines: | 1 Lycoming 0-540-B2B5 piston engine | |
| Year of Manufacture: | 1963 | |
| Date & Time (UTC): | 22 February 2003 at 1630 hrs | |
| Location: | The Park, Kingston Deverill | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - None |
| Injuries: | Crew - None | Passengers - N/A |
| Nature of Damage: | Broken propeller | |
| Commander's Licence: | Private Pilot's Licence | |
| Commander's Age: | 55 years | |
| Commander's Flying Experience: | 243 hours (of which 79 were on type) | |
| | Last 90 days - 8 hours | |
| | Last 28 days - 3 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

The aircraft was being operated for the purposes of glider towing and a total of eleven flights had already been completed that day without incident. The direction of landing was approximately 060° and the wind was 130°/15 kt. The landing was completed successfully and the pilot proceeded to carry out the post-landing checks whilst taxiing at a walking pace. This included setting the elevator trim fully nose up. A left turn was then initiated to back track towards the glider launching area. The aircraft had turned through approximately 100° when the tail, which was now into wind, lifted, but the pilot managed to close the throttle before the propeller struck the ground.

The pilot reported that he felt the accident had been caused by turning into a quartering wind with the stick well back as a result of having selected full nose-up trim during the post-landing checks. Good practice dictates that with a tailwheel configured aircraft, the control stick should generally be held either in the neutral position, or forward of neutral, when taxiing with the wind from behind, to prevent the tail from being lifted.