

Piper L18C, G-AYPR

AAIB Bulletin No: 6/98 Ref: EW/G98/02/07 Category: 1.3

Aircraft Type and Registration: Piper L18C, G-AYPR

No & Type of Engines: 1 Continental C90-8F piston engine

Year of Manufacture: 1959

Date & Time (UTC): 1 February 1998 at 1455 hrs

Location: Leicester Airport

Type of Flight: Private (Training)

Persons on Board: Crew - 1 - Passengers - 1

Injuries: Crew - None - Passengers - None

Nature of Damage: Damage to fuselage and right wing

Commander's Licence: Private Pilot's Licence with IMC and Night Ratings

Commander's Age: 40 years

Commander's Flying Experience: 300 hours (of which 3 were on type)

Last 90 days - 6 hours

Last 28 days - 2 hours

Information Source: Aircraft Accident Report Form submitted by the PPL holder, telephone enquiries of the Instructor and repair company

The aircraft was being used to convert the PPL holder, who had approximately 300 hours experience, to the type. At the time, he had gained about 3 hours experience on the aircraft. The instructor had some 2,500 hours experience of tailwheel aircraft, though only 30 hours was on the PA-18. The PPL holder sat in the front seat, the normal pilot's position, whilst the instructor occupied the rear seat. The aircraft carried out a normal take off and its behaviour in the air was reported to have been entirely normal. The PPL holder reported that he closed the throttle on the base leg for Runway 10 and flew the aircraft at an approach speed of 60 kt. A little power was required at the end of the approach and a normal flare was carried out. During the flare the PPL holder inadvertently opened the throttle slightly but closed it again immediately and it was closed on touchdown.

Immediately after touchdown, the aircraft rapidly swung to the left and the PPL holder applied full right rudder. The instructor recalls also attempting to apply right rudder but found it was already applied. He also applied right brake (the aircraft is equipped with heel-brakes) but this did not appear to have any effect on the path of the aircraft. It left the paved surface of the runway and ran across the grass border, continuing to yaw to the left and slide to the right before the wheels entered a small ditch, when the right wing struck the ground and the aircraft came to a halt. At the time the wind is understood to have been easterly, less than 5 kt.

The aircraft was sent for repair; the repair company report that they have found no evidence of defects in the landing gear or brakes; the repair is still underway.