

AAIB Bulletin No: 4/95

Ref: EW/G95/02/11

Category: 1.3

Aircraft Type and Registration: Stolp SA900 V-Star, G-BLAF

No & Type of Engines: 1 Rolls-Royce Continental O-200-A piston engine

Year of Manufacture: 1987

Date & Time (UTC): 26 February 1995 at 1520 hrs

Location: Lymm Dam Airstrip, Cheshire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Fin and rudder crushed, damage to left upper wingtip, and propeller broken

Commander's Licence: Private Pilot's Licence

Commander's Age: 48 years

Commander's Flying Experience: 790 hours (of which 127 were on type)
Last 90 days - 4 hours
Last 28 days - 3 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft took off from Runway 09 at Manchester (Barton) Airfield at 1505 hrs to return to its home base at Lymm Dam Airstrip. A precautionary downwind run was made over the destination airfield in order to clear any sheep from the landing area. A circuit to the south was made, finishing with a gently curving approach to Runway 09, which has a grass surface and a landing distance available of 1,575 feet . At about 200 feet agl, the pilot reported that the aircraft encountered some significant turbulence downwind of some trees, which caused the aircraft to roll rapidly to the left. This was recovered by the pilot, but the aircraft was then a little fast. It touched down a little further along the runway than was planned and a slight skip ensued. The tyre marks indicated that the skip distance was some 160 feet. The pilot was slightly surprised by the ground speed, but was not alarmed as there was plenty of runway remaining. As the aircraft slowed through about 15 mph, there was a sudden rapid deceleration, causing the aircraft to tip onto its nose and invert. The pilot was wearing a full harness and was uninjured. There was no fire.

The pilot noted that he had walked on the runway in order to check the surface condition earlier in the day when the ground was possibly frozen but his inspection had ceased approximately two thirds along the runway. The aircraft inverted a short distance beyond the inspected portion and at this point the ground was softer. He also assessed that there may have been a slight tailwind component at the time of the accident.

The METAR observation for Manchester International Airport at 1520 hrs gave the surface wind as 310°/8 kt (varying between 260° and 340°), visibility greater than 10 km, scattered cloud base 4,500 feet, temperature +8°C, dewpoint -5°C, QNH 1013 mb.