

## Piper PA-18, G-ARAO, 1 June 2002 at 1400 hrs

<b>AAIB Bulletin No:</b> 8/2002	<b>Ref:</b> EW/G2002/06/15	<b>Category:</b> 1.3
<b>Aircraft Type and Registration:</b>	Piper PA-18, G-ARAO	
<b>No &amp; Type of Engines:</b>	1 Teledyne Continental C90-14F piston engine	
<b>Year of Manufacture:</b>	1960	
<b>Date &amp; Time (UTC):</b>	1 June 2002 at 1400 hrs	
<b>Location:</b>	Near Oxenthope Strip, West Yorkshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Substantial damage to wings, lower fuselage, propeller and rudder	
<b>Commander's Licence:</b>	Private Pilots Licence	
<b>Commander's Age:</b>	58 years	
<b>Commander's Flying Experience:</b>	337 hours (of which 327 were on type)	
	Last 90 days - 6 hours	
	Last 28 days - 5 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot had flown from Denham airfield to Oxenthope, a farm strip, 1,150 feet amsl, situated on exposed moorland to the west of Bradford, West Yorkshire. The strip has two grass runways; Runway 11/29, 450 metres long and Runway 06/24, 250 metres long.

When the pilot arrived overhead the weather was CAVOK and from the windsock and other surface indications he assessed the wind to be south easterly at about 10 kt. He selected Runway 11 for his landing and during the final approach flew the aircraft using the 'wing down' technique. As he levelled the wings during the landing flare he noted that the wind direction had changed to approximately 190° and increased to about 20 kt. The left wing dropped and he applied full power to go around but was unable to prevent the left wing striking the ground. He closed the throttle and the aircraft rapidly slowed down as it overran freshly dug ground to the left of the strip. The aircraft

then encountered a steep down-slope and eventually came to rest, at an angle of about 45° pitched forward with its propeller embedded in the earth. The pilot selected the fuel, magnetos and switches to OFF and rapidly vacated the aircraft since fuel was now leaking from the fuel tanks. After he vacated the aircraft a further gust of wind flipped the aircraft onto its back causing substantial damage.