

ACCIDENT

Aircraft Type and Registration:	Luscombe Silvaire 8E, G-BVMD	
No & type of Engines:	1 Continental Motors C90-14F piston engine	
Year of Manufacture:	1947	
Date & Time (UTC):	28 July 2006 at 1705 hrs	
Location:	Great Massingham Airfield, Norfolk	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Left wing tip and propeller bent, left landing gear torn off and associated fuselage damage	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	40 years	
Commander's Flying Experience:	155 hours (of which 11 were on type) Last 90 days - 6 hours Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

After misreading the windsock at Great Massingham Airfield, the pilot landed downwind. During the subsequent ground roll, despite the application of corrective rudder, the aircraft veered to the left. The pilot applied heavy right wheel braking which, together with the aircraft's higher groundspeed from the downwind landing, resulted in a ground loop, causing the left landing gear to collapse.

History of the flight

Approaching Great Massingham Airfield from the south, the pilot saw that the windsock was exactly aligned with Runway 04/22 and believed that it indicated the wind was from 220°; the wind on the day was recorded

as 280°, variable to 040° at 6 kt and, at the time of the accident, was probably blowing from 040°. The pilot joined the 'downwind' leg for a landing on Runway 22 and, although the approach and initial touchdown were normal, the aircraft's groundspeed appeared faster than expected. During the later stages of the ground roll, at approximately 25 mph, the aircraft veered to the left. The pilot found he could not correct this by using the rudder and attempted to straighten the aircraft by applying right wheel braking. The aircraft ground looped to the right, during which the left landing gear collapsed, resulting in damage to the left wing and propeller. Both occupants were uninjured and vacated the aircraft unassisted.

The pilot attributed the accident to landing downwind, which gave a higher than normal groundspeed, and overcompensating when applying the right wheel brake.