

ACCIDENT

Aircraft Type and Registration:	Vans RV-6, G-GDRV	
No & Type of Engines:	1 Lycoming O-320-E2D piston engine	
Year of Manufacture:	1993	
Date & Time (UTC):	11 April 2009	
Location:	Enstone Aerodrome, Oxfordshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to left landing gear leg, wheel spat and mounting plate; tail steering linkage broken	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	53 years	
Commander's Flying Experience:	1,400 hours (of which 3 were on type) Last 90 days - 5 hours Last 28 days - 3 hours	
Information Source:	Aircraft Accident Report Forms submitted by the pilot and passenger	

Synopsis

The pilot had difficulty controlling the aircraft during several landing ground rolls and when taxiing. Subsequent inspection revealed that the tail wheel steering linkage was disconnected.

History of the flight

The aircraft was being flown in the circuit at Enstone for the purpose of familiarising a new pilot member of the group which owned it. The pilot, who occupied the left seat, had previous experience of tail-wheeled aircraft but not of the RV-6 and was being observed by a more type experienced pilot who occupied the right seat. Control of the brakes was only possible from

the left seat. According to the observer there was a light westerly surface wind and visibility in excess of 10 km.

During the fourth landing on asphalt Runway 26 the observer made rudder inputs to correct a swing which developed during the ground roll. On the fifth landing the observer again made rudder inputs, this time attempting to correct a more pronounced swing which developed into what he described as a ground loop. After bringing the aircraft to rest the occupants inspected the landing gear and found that the left spat was scuffed and its mounting plate bent.

The pilot then flew the aircraft back to its base at Gloucester Staverton Airport, where the observer completed the landing without incident. During subsequent ground manoeuvres the occupants noticed that the aircraft was not responding to rudder control inputs and the pilot steered the aircraft back to its hangar using differential braking. Subsequent inspection revealed that the tail wheel steering linkage was broken and that the left landing gear leg was bent.

Pilot's assessment of the cause

The pilot and observer did not determine when the steering linkage became detached and if it was the cause or result of the control difficulties, but the pilot's assessment of the cause of the accident was his lack of experience of this type and of tail-wheeled aircraft generally.