

Stitts Playboy SA3A, G-BGLZ

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| AAIB Bulletin No: 12/2001 | Ref: EW/G2001/09/02 | Category: 1.3 |
| Aircraft Type and Registration: | Stitts Playboy SA3A, G-BGLZ | |
| No & Type of Engines: | 1 Continental Motors CORP C90-12F piston engine | |
| Year of Manufacture: | 1973 | |
| Date & Time (UTC): | 1 September 2001 at 1116 hrs | |
| Location: | Fenland Airfield, Spalding | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - None |
| Injuries: | Crew - None | Passengers - N/A |
| Nature of Damage: | Front and rear spars of right wing | |
| Commander's Licence: | Private Pilot's Licence | |
| Commander's Age: | 43 years | |
| Commander's Flying Experience: | 264 hours (of which 26 were on type) | |
| | Last 90 days - 7 hours | |
| | Last 28 days - 2 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

The pilot was on a local flight from his home airfield at Fenland. The weather was good with a surface wind of 260°/ 06 kt. Runway 36 was in use; the runway had a surface of dry grass. Following a normal approach and landing, the aircraft settled onto the runway but then veered to the left. Despite the use of right rudder and brake, the pilot was unable to prevent G-BGLZ turning through 180°. Then, as the aircraft came to rest, it slid sideways into a drainage dyke. The damage to the right wing resulted from the wingtip bearing the weight of the aircraft in the dyke.

The pilot subsequently commented that he considered that the aircraft is generally difficult to land and that three of the four members of G-BGLZ owner's group had 'ground looped' the aircraft but with no damage. Post accident inspection of the aircraft showed no evidence of any pre-existing fault with the tail wheel assembly or steering linkages. There was ballast in the fin area and the weight / C of G of the aircraft would be checked following the repair.

