

Corben Junior Ace, Model E, G-BSDI

AAIB Bulletin No: 9/2002	Ref: EW/G2002/07/28	Category: 1.3
Aircraft Type and Registration:	Corben Junior Ace, Model E, G-BSDI	
No & Type of Engines:	1 Continental Motors Corp A75-8F piston engine	
Year of Manufacture:	1981	
Date & Time (UTC):	21 July 2002 at 1400 hrs	
Location:	Eaglescott Airfield, North Devon	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Minor damage to propeller and engine cowling	
Commander's Licence:	Private Pilots Licence with IMC rating	
Commander's Age:	32 years	
Commander's Flying Experience:	222 hours (of which 21 were on type)	
	Last 90 days - 24 hours	
	Last 28 days - 5 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot had flown for approximately two hours and was landing on grass Runway 26 (600 metres long, 18 metres wide). The weather was fine with a reported wind of 330°/10-15 kt, and the runway surface was dry.

The pilot completed a normal wing-down approach, and touched down on the right main wheel and the tail wheel. After touchdown the pilot confirmed that full aft stick was applied but as the aircraft speed reduced the tail of the aircraft began to rise. The pilot reported that the main wheels were running free and that windsock indications were consistent with the reported wind. The tail of the aircraft continued to rise and, as the aircraft slowed to a walking pace, it tipped forward allowing the nose to make gentle contact with the runway surface. The pilot completed the shut down procedure and vacated the aircraft unaided. The airfield fire and rescue services arrived promptly and assisted in removing the aircraft from the runway.

The aircraft had been modified to incorporate toe brakes operated by pedals, fitted proud and above the rudder pedals, on a non-adjustable pivot bar. The aircraft has an open cockpit and to protect himself from the cold the pilot was wearing thermal boots. It is possible therefore that whilst applying rudder to counter the crosswind on landing, and because of the geometry of the rudder and brake pedals, he inadvertently applied a degree of braking during the landing roll sufficient to pitch the aircraft forward.