

Gould-Taylorcraft, G-AHCR

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| AAIB Bulletin No: 8/2004 | Ref: EW/G2004/05/05 | Category: 1.3 |
| Aircraft Type and Registration: | Gould-Taylorcraft, G-AHCR | |
| No & Type of Engines: | 1 Continental Motors Corp C90-14F piston engine | |
| Year of Manufacture: | 1942 | |
| Date & Time (UTC): | 15 May 2004 at 1625 hrs | |
| Location: | Dunkeswell Airfield, Devon | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - 1 |
| Injuries: | Crew - None | Passengers - None |
| Nature of Damage: | Broken propeller and abrasion damage to engine cowling | |
| Commander's Licence: | Private Pilot's Licence | |
| Commander's Age: | 68 years | |
| Commander's Flying Experience: | 1,064 hours (of which 327 were on type) | |
| | Last 90 days - 7 hours | |
| | Last 28 days - 5 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

The pilot had just completed a normal 'three point' landing on Runway 05 and was preparing to vacate the runway beyond the runway intersection where another aircraft was holding. At this point, the pilot experienced brake 'snatch' which caused the tail of the aircraft to lift and the propeller to strike the asphalt surface of the runway. The wooden propeller splintered and the aircraft continued to pitch nose down until it came to rest with the base of the nose cowling resting on the paved surface.

The pilot selected the fuel cock, magneto, radio and master switches OFF. The airfield emergency vehicle then arrived and the fire and rescue personnel assisted the pilot and his passenger to vacate the aircraft. The aircraft was subsequently lowered to the three point attitude and wheeled clear of the active runway.