

ACCIDENT

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| Aircraft Type and Registration: | Staaken Z-21 Flitzer, G-FLIZ | |
| No & Type of Engines: | 1 Volkswagen 1834 piston engine | |
| Year of Manufacture: | 1999 | |
| Date & Time (UTC): | 22 August 2008 at 0925 hrs | |
| Location: | RAF Lossiemouth | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - None |
| Injuries: | Crew - None | Passengers - N/A |
| Nature of Damage: | Propeller broken, engine shock-loaded, upper wing skin (Ceconite) scuffed over ribs, upper quarter rudder and fin crushed, right main wheel buckled | |
| Commander's Licence: | National Private Pilot's Licence | |
| Commander's Age: | 55 years | |
| Commander's Flying Experience: | 589 hours (of which 125 were on type) Last 90 days - 7 hours Last 28 days - 1 hour | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

Synopsis

G-FLIZ made an approach to land with a crosswind from the left and touched down left main wheel first. As the right wing and tail lowered, the left wing rose rapidly accompanied by a swing to the right. The pilot was unable to control the ensuing motion and the wingtip and propeller struck the ground. This caused the aircraft to pitch forward and it came to rest inverted.

History of the flight

G-FLIZ made an approach to land on Runway 05 and the pilot believed from looking at the windsock, that the surface wind was 340°/10-12 kt. This implied a crosswind from the left of approximately 11 kt. He

made his approach with the left wing low and with 5 kt added to the normal approach speed. The left wheel touched down and the pilot closed the throttle and maintained left aileron to slow the rate at which the right wing lowered. He also kept some right rudder applied to keep the aircraft straight. As the right wing and tail lowered to the ground, he centralised the rudder but the left wing rose rapidly, accompanied by a marked swing to the right. The tail also began to rise. Despite the application of full left aileron and rudder, the aircraft continued to turn right and the pilot applied some power to regain rudder authority. The aircraft began to swing to the left and the right wing tip hit the ground.

After about 80° of turn, the aircraft pitched forward, the propeller struck the runway and the aircraft became inverted. The pilot undid his harness and climbed out of the open cockpit.

Analysis

The pilot had some right rudder applied after touchdown to counteract the left aileron. He considered

it possible that the position of his left leg with right rudder applied prevented him from applying full left aileron. It seems likely that a gust of wind lifted the left wing at a rate that was beyond the roll authority available. Although full left rudder input physically allowed the application of full left aileron, the pilot was unable to control the subsequent motion of the aircraft.