

No: 7/91

Ref: EW/G91/05/10

Category: 1c

**Aircraft Type and Registration:** Luscombe 8A, G-BSYH

**No & Type of Engines:** 1 Continental A65-8 piston engine

**Year of Manufacture:** 1946

**Date & Time (UTC):** 21 May 1991 at 1735 hrs

**Location:** Aberdeen Airport, Scotland

**Type of Flight:** Private

**Persons on Board:** Crew - 1                      Passengers - 1

**Injuries:** Crew - None                      Passengers - None

**Nature of Damage:** Substantial to aircraft nose and propeller

**Commander's Licence:** Private Pilot's Licence (A) and  
Airline Transport Pilot's Licence (H)

**Commander's Age:** 37 years

**Commander's Flying Experience:** 122 hours fixed wing (of which 17 were on type)  
and 7,708 hours rotary wing

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The aircraft took-off from Aberdeen at 1620 hrs for a local flight. On departure the runway in use was 34 and the surface wind 310°/14 kts giving a crosswind component of 8 kts. On returning to Aberdeen, the pilot was instructed to hold for 15 minutes in order to give priority to commercial traffic. During this period the surface wind was reported as 270°-300°/17-20 kts. Following a normal approach and landing, the aircraft decelerated normally along the 34 runway centre line until at a speed of about 20 mph it suddenly veered sharply to the left into wind. Corrective application of rudder was ineffective and the pilot applied the right hand brake. The right wheel locked and the aircraft tipped onto its nose.

The pilot states that he had been unable to determine a crosswind limitation for the aircraft from documentation available to him and he had decided on an arbitrary limit of 10 kts. The airfield anemometer record for the time of the accident indicates a mean wind speed of 20 kts which would have given a crosswind component of 16 kts. At about the time of landing there was also an isolated gust of 31 kts which would have given a crosswind component of 26 kts.