

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.