

ACCIDENT

Aircraft Type and Registration:	Vans RV-7A, G-MROD	
No & Type of Engines:	1 Superior XP-IO-360-A1A2 piston engine	
Year of Manufacture:	2007	
Date & Time (UTC):	8 November 2009 at 1545 hrs	
Location:	Sittles Farm Strip, Lichfield, Staffordshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Nosewheel bent and spat broken	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	62 years	
Commander's Flying Experience:	975 hours (of which 315 were on type) Last 90 days - 25 hours Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

Just prior to touchdown the aircraft's left wing dropped. The left main wheel touched the ground causing the aircraft to yaw left and leave the grass strip into some short standing crops. The nose wheel subsequently dug into soft ground causing the leg to bend as the aircraft came to an abrupt halt. The aircraft had probably stalled.

History of the flight

The pilot stated that he was coming into land "a little slow" on Runway 35 at Sittles Farm, Lichfield, Staffordshire where his aircraft is based. Runway 35 is a 450 m long grass strip from which he was used to operating. His normal approach speed is 80 mph but he flew this approach at 70 mph due to the short

length of the strip. The stalling speed of this aircraft at maximum weight is approximately 58 mph.

At approximately 2 ft agl, 20 m from the start of the strip, the left wing dropped causing the left main wheel to touchdown with the aircraft in a nose-high attitude. This caused the aircraft to yaw left off the strip into a field of short standing crops. Although the pilot corrected the yaw the aircraft continued to parallel the runway for about 70 m before the nosewheel dug into soft ground causing it to stop abruptly. The aircraft suffered a bent nose leg and a small nick to the propeller. The pilot and passenger vacated the aircraft uninjured. The aircraft had probably stalled.

The pilot stated that the accident was caused by him flying the approach too slowly and added that although the audio stall warning was serviceable, he does not remember hearing it. He considered that had he been quicker applying rudder to counter the yaw he would have been able to keep the aircraft on the grass strip.