

Piper L18C Super Cub, G-BBYB

AAIB Bulletin No:	1/2003Ref: EW/G2002/09/16	Category: 1.3
Aircraft Type and Registration:	Piper L18C Super Cub, G-BBYB	
No & Type of Engines:	1 Continental Motors C90-8F piston engine	
Year of Manufacture:	1952	
Date & Time (UTC):	19 September 2002 at 1045 hrs	
Location:	Lashenden (Headcorn) Airfield, Kent	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Bent propeller	
Commander's Licence:	Private Pilots Licence	
Commander's Age:	27 years	
Commander's Flying Experience:	94 hours (of which 10 were on type) Last 90 days - 12 hours Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot had been airborne for about one hour, flying circuits on Runway 11, which has a grass surface. There was negligible wind, the surface was dry and the visibility was good.

The final circuit, from which the pilot intended to land, had been uneventful and he was satisfied with the final approach. In the circuit he was following a helicopter which then landed on the grass surface to the north of the runway, close to its mid-point.

The pilot states that his aircraft was aligned with and close to the centre of the runway as he flared for the landing. As the main wheels touched, however, the aircraft began to swing to the left and the pilot tried to correct by applying right rudder. There was no immediate effect and, as the aircraft left the runway, it was heading for the helicopter which had just landed. The pilot applied the

brakes very firmly and the aircraft tipped onto its nose as it stopped. The pilot was unhurt and there was no fire.

The pilot had trained and achieved his PPL on types with tricycle-type landing gear and, at the time of the accident, he had some 10 hours on the L18 Super Cub, of which four hours had been in command.

Discussing the accident with the AAIB, the pilot commented that the swing on touchdown had taken him by surprise and that, in his opinion, his application of right rudder had not been effective as he had not moved the control column fully aft and the tailwheel was not in contact with the ground.