

ACCIDENT

Aircraft Type and Registration:	Pietenpol Air Camper, G-OFFA	
No & Type of Engines:	1 Lycoming O-235-L2C piston engine	
Year of Manufacture:	2005 (Serial no: PFA 047-13181)	
Date & Time (UTC):	19 April 2016 at 1245 hrs	
Location:	Turweston Aerodrome, Northamptonshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to the propeller, engine shock-loaded, damage to the left wing tip, left landing gear leg, and additional airframe damage	
Commander's Licence:	Commercial Pilot's Licence	
Commander's Age:	25 years	
Commander's Flying Experience:	926 hours (of which 20 were on type) Last 90 days - 134 hours Last 28 days - 53 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

After an uneventful flight from Bicester, the aircraft landed on Runway 27 at Turweston. A sudden gust of wind from the right caused the aircraft to weathercock and the right wing to lift. This resulted in the aircraft turning to the right, leaving the runway and imposing a lateral load on the left landing gear, which collapsed.

History of the flight

On completing a 50-minute flight from Bicester to Turweston the pilot made a straight-in approach to land on Runway 27. On initiation of the flare the pilot noted turbulent wind conditions. After a normal touchdown on the runway, with no 'crabbing', the aircraft slowed down on all three landing gears. As the airspeed reduced below 30 kt, a gust of wind from the right caused the aircraft to weathercock; despite the application of full rudder this could not be arrested due to an apparent lack of control authority. The aircraft turned through 45° to the right as the upwind (right) wing lifted. This caused the aircraft to skid to the left, imposing a lateral loading on the left landing gear leg, which subsequently collapsed at a speed of approximately 10 kt; the aircraft came to a halt approximately 5 m right of the runway.

Other information

The pilot reported that, prior to departing Bicester, he had obtained the latest ATIS information from Kidlington, which gave the wind as 360°/9 kt. During the flight he obtained an update that led him to expect a wind speed of 5 kt at Turweston.

Conclusion

The wind at Turweston was at 90° to the landing direction at a higher speed than the pilot was expecting. The pilot assessed that a sudden gust caused the aircraft to turn into wind and the right wing to lift, thus precipitating the event.