

SERIOUS INCIDENT

Aircraft Type and Registration:	Vans RV-4, G-RVER	
No & Type of Engines:	1 Lycoming O-360-A1A (MODIFIED) piston engine	
Year of Manufacture:	1991 (Serial no: 497)	
Date & Time (UTC):	2 May 2017 at 1330 hrs	
Location:	Bute Airfield, South Lanarkshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Propeller and engine shock-loaded and tailwheel damaged	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	42 years	
Commander's Flying Experience:	340 hours (of which 269 were on type) Last 90 days - 15 hours Last 28 days - 9 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

On arrival at Bute there was no wind and the aircraft was parked facing west. Approximately an hour and a half later the pilot returned and, after the normal pre-flight checks, started up. During start-up the control column was held fully aft, which is normal. In order to taxi forward, while still holding the control column aft, the pilot applied some power along with right rudder and brake to initiate a turn. At this point the tail rose and, although the right brake was released, the tail continued to rise until the propeller struck the ground and stopped the engine after approximately 4-5 full revolutions. After shutting down the pilot realised the wind had picked up and was from the east, at approximately 12 kt. There was therefore a tailwind affecting the taxi out and he reported that it would have been more appropriate to hold the control column neutral or slightly forward.

A subsequent examination of the aircraft showed damage to the outer four inches of both propeller blades, and the tailwheel spring retaining bolt hole was elongated with the retaining bolt bent.