

ACCIDENT

Aircraft Type and Registration:	Vans RV-9, G-CDXT	
No & Type of Engines:	1 Lycoming O-320-D1A piston engine	
Year of Manufacture:	2006 (Serial no: PFA 320-14376)	
Date & Time (UTC):	5 June 2019 at 1420 hrs	
Location:	Private Airstrip, Whippingham, Isle of Wight	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers – N/A
Nature of Damage:	Collapsed landing gear, damage to propeller and wing edges and punctured fuel tank	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	48 years	
Commander's Flying Experience:	651 hours (of which 1 was on type) Last 90 days - 18 hours Last 28 days - 12 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft stalled late in the approach to a grass airstrip causing it to land hard. The pilot believes he encountered windshear causing the aircraft to descend and he tried to avoid a collision with a hedge at the perimeter to the airfield by raising the nose, but without increasing power.

History of the flight

The pilot had planned to fly on an overseas trip in G-CDXT, the aircraft being owned by a friend. Most of the pilot's flying experience had been gained on tail-dragging aircraft and he owned a Piper Cub which he operated from a 580 m long private grass airstrip on the Isle of Wight.

A few weeks prior to the accident, the pilot had flown G-CDXT with the owner in order to familiarise himself with the aircraft. The flight had taken place at Clacton Airfield which has a grass runway just over 500 m in length. The dual flight was uneventful and the pilot then undertook a solo flight in the aircraft, again with no problems.

On the day of the accident, the pilot had flown in his Piper Cub to a private airstrip in Sussex to collect G-CDXT and fly it back to the airstrip he used on the Isle of Wight. On his return, the weather was good with a westerly wind of about 10 kt. The pilot positioned G-CDXT for an approach to the grass strip, which was orientated into wind. He reported he had been

deliberately low on the approach and that just prior to landing the aircraft had encountered 'windshear', causing it to lose height. The pilot thought the aircraft would hit a low hedge situated at the boundary of the airfield and applied nose-up elevator to avoid it. He did not apply power at the same time. The aircraft stalled, hitting the ground near the start of the airstrip sufficiently hard to cause the undercarriage to collapse and damaging the propeller, wing leading edges and fuel tank. The pilot was uninjured and made the aircraft safe before climbing out unaided.

Analysis

The pilot stated that he had chosen to be low on the approach as he was concerned about overrunning the airstrip after touchdown, due to its relatively short length. He considered that had he flown the normal approach path he would have had sufficient height to lower the nose of the aircraft when encountering the windshear in order to maintain speed. He further commented that the Piper Cub he normally flew had the throttle on the left, whereas the throttle on G-CDXT was on the right. He believes this contributed to him not applying power when he applied nose-up elevator to avoid the hedge.

Despite having had no problems during the familiarisation flights, the pilot commented it may have been beneficial to have gained more experience at a larger airfield on G-CDXT before trying to operate to the more challenging airstrip where the accident occurred.