

ACCIDENT

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| Aircraft Type and Registration: | Casa 1-131E Series 1000, G-BUCK |
| No & Type of Engines: | 1 ENMA Tigre G-IV-A2 piston engine |
| Year of Manufacture: | 1951 (Serial no: 1113) |
| Date & Time (UTC): | 13 June 2022 at 1650 hrs |
| Location: | Turweston Aerodrome, Buckinghamshire |
| Type of Flight: | Private |
| Persons on Board: | Crew - 1 Passengers - None |
| Injuries: | Crew - None Passengers - N/A |
| Nature of Damage: | Landing gear collapsed, shock-loaded engine, lower wing and propeller damaged |
| Commander's Licence: | Airline Transport Pilot's Licence |
| Commander's Age: | 65 years |
| Commander's Flying Experience: | 21,552 hours (of which 44 were on type) Last 90 days - 39 hours Last 28 days - 20 hours |
| Information Source: | Aircraft Accident Report Form submitted by the pilot |

On its third flight of the day, following an extensive restoration, the aircraft landed on grass Runway 27 at Turweston. The wind was approximately from 290° at 5 kt.

The view forward from this aircraft type is restricted on the ground and the pilot was looking over the left side of the engine to keep clear of the left runway edge markers. At a speed of about 30 kt he became aware of tall grass to his right. Realising that the aircraft was drifting towards the right edge of the runway, he applied left rudder but almost immediately heard a bang. The landing gear collapsed and the aircraft stopped upright, sustaining damage to its propeller and right lower wing.

The uninjured pilot found that the right mainwheel had struck a stack of four traffic cones at the northern edge of the grass runway, beyond which was tall grass separating it from the adjacent asphalt runway.

The pilot considered that the accident would not have occurred had he planned beforehand to remain no more than one wingspan away from the left runway edge. It is likely he would not have found this difficult in the prevailing conditions, as he reported his recent experience included several flights in similarly configured Tiger Moth aircraft.

Information published by the aerodrome operator on its website instructs pilots to remain within the marked manoeuvring area, indicating that it may be hazardous to operate outside the marked manoeuvring areas even in the absence of the cones.