

Pietenpol Air Camper, G-ECVB

AAIB Bulletin No: 5/2004	Ref: EW/G2003/09/33	Category: 1.3
Aircraft Type and Registration:	Pietenpol Air Camper, G-ECVB	
No & Type of Engines:	1 Continental Motors O-200-A piston engine	
Year of Manufacture:	2002	
Date & Time (UTC):	15 September 2003 at 1430 hrs	
Location:	Lee-on-Solent Airfield, Hampshire	
Type of Flight:	Private	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to main landing gear and wing	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	28 years	
Commander's Flying Experience:	72 hours (of which 7 were on type)	
	Last 90 days - 8 hours	
	Last 28 days - 3 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

This two place, tandem seat, open cockpit aircraft was landing on Runway 23 after a flight from Compton Abbas. The surface wind was from 145° at 5 to 10 kt, with visibility in excess of 10 kilometres and there was no significant weather.

During the landing the aircraft bounced four to six inches into the air, yawed 5° to the left, touched down again and continued to swing to the left as its speed reduced rapidly. The handling pilot, who was sitting in the rear seat, applied the right (drum) brake but was unable to control the yaw and in the ensuing turn the right main landing gear collapsed. The aircraft came to a halt on an easterly heading resting on its right wing tip, the left main landing gear and the tail wheel. The pilot shut the aircraft down and both occupants, who had been wearing four point harnesses and helmets with visors, exited unharmed.

The pilot reported that the initial yaw was caused by the crosswind, and exacerbated by the dramatic reduction in rudder effectiveness as the aircraft slowed down, the more rearward CG, as a result of having two occupants in the aircraft, and his delay in applying differential braking. In a candid report he stated that the accident was caused by his lack of familiarity with this aircraft type and the rapid rate of yaw to the left. He also commented that, having flown the aircraft seven or eight times from the front seat, this was his first experience of flying it from the rear seat. He considered that the

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different perspective from the rear cockpit meant that he did not spot the aircraft yawing to the left as quickly as he might have done from the front seat, hence his slow reaction to the loss of directional control.

The pilot thought that, in view of his experience of this aircraft type's tendency to yaw during takeoff and landing, particularly with a crosswind from the left, it might have been better to land on Runway 05.