

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Piper L18C Super Cub, G-BLMI	
<b>No &amp; Type of Engines:</b>	1 Continental Motors Corp C90-12F piston engine	
<b>Year of Manufacture:</b>	1952	
<b>Date &amp; Time (UTC):</b>	8 July 2010 at 1430 hrs	
<b>Location:</b>	Long Crendon, Buckinghamshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Damaged beyond economic repair	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	49 years	
<b>Commander's Flying Experience:</b>	334 hours (of which 56 were on type) Last 90 days - 14 hours Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

Whilst making an approach to a 300 m long upsloping farm strip in a slight tailwind and high ambient temperature conditions, the pilot allowed the aircraft to become high on the approach to remain clear of power lines. The aircraft touched down long and the pilot made a late decision to go around. There was insufficient distance remaining and the aircraft's landing gear struck a hedge, causing the pilot to lose control and the aircraft to be extensively damaged in the subsequent ground impact.

**History of the flight**

The pilot undertook a short flight from White Waltham to practise short field landings at Long Crendon airstrip, which is 300 m long and oriented 02/20. He had only

landed there once before, some years previously, in a different aircraft type. His passenger on the accident flight was a pilot of greater experience who was familiar with the grass strip. The surface wind was estimated to be 250° at 5 kt and the ambient temperature was approximately 28°C.

An approach to runway direction 20 was made and a go-around initiated when excessive float was encountered. The decision was then taken to land on runway direction 02, which is upsloping and which was at the time subject to a slight tailwind. This approach was considered unsatisfactory and the pilot again carried out a go-around before making a further approach. On this approach he was mindful of the

presence of power lines in the field adjoining the strip threshold and carried out an initially high approach. In his attempt to lose the excess height, the airspeed became higher than desired and the aircraft touched down firmly in a three-point attitude about one third of the way along the strip. It bounced and touched down again, but still with excessive speed. Although the pilot considered he could stop in the distance remaining, the passenger then made a go-around call. The pilot then initiated a go-around as he now feared he would strike the boundary hedge. He applied full power but he

considered that the aircraft failed to reach flying speed. He attempted to pull up to avoid the hedge, but the landing gear struck the top of the hedge (incorporating strands of wire), pitching the aircraft forward into the adjacent field.

The pilot considered that the upslope, high ambient temperature and slight tailwind rendered the acceleration insufficient to clear the hedge in the remaining distance available following the decision to go around.