

Piel CP301A, G-BBKL

AAIB Bulletin No: 7/2003	Ref: EW/G2003/05/01	Category: 1.3
Aircraft Type and Registration:	Piel CP301A, G-BBKL	
No & Type of Engines:	1 Continental O-200-A piston engine	
Year of Manufacture:	1958	
Date & Time (UTC):	3 May 2003 at 0925 hrs	
Location:	Perth, Scotland	
Type of Flight:	Flight Test for permit renewal	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to port main spar and sub-spar	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	47 years	
Commander's Flying Experience:	424 hours (of which 351 were on type)	
	Last 90 days - 53 hours	
	Last 28 days - 23 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot had completed a Flight Test for the purposes of renewing the aircraft's Permit to Fly and had returned to Perth Aerodrome to practise circuit flying. The weather was fine with a surface wind of 240°M/10-15kt.

Runway 21 was in use, and the pilot flew two uneventful powered circuits before deciding to carry out a practice forced landing. The pilot climbed the aircraft to 1,000 feet in the airfield overhead, closed the throttle, selected carburettor heat to ON and positioned the aircraft for a glide landing on Runway 21. At 500 feet the pilot extended flaps to 30° and maintained a speed of 65 mph for the remainder of the approach. As he commenced the landing flare, the pilot was immediately aware that the rate of descent was not reducing as he expected and despite applying full throttle to arrest the sink rate, he was unable to prevent the aircraft from landing heavily in a three point attitude.

After the initial touchdown the right wing raised to the point where the left wing tip contacted the runway and the aircraft yawed to the left. The pilot immediately closed the throttle and the aircraft settled back on the runway, but he was unable to prevent it departing the paved surface to the left, where it came to a halt. The pilot and his passenger vacated the aircraft through the normal exits uninjured. A survey of the aircraft revealed damage to the left main spar and sub spar.

The pilot assessed that the accident was the result of an unusual amount of windshear at the Runway 21 threshold. Discussions with other pilots familiar with flying from Perth has revealed that

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down draughts close to the threshold of Runway 21 are not uncommon with a westerly wind. The UK Aeronautical Information Publication contains warnings of turbulence and down draughts affecting Runway 27 and 03 as result of a line of trees located just to the west of the airfield.