

# **Luscombe 8E, G-BRRB, 19 December 1999**

**AAIB Bulletin No: 4/2000**

**Ref: EW/G1999/12/15 Category: 1.3**

**Aircraft Type and Registration:**

Luscombe 8E, G-BRRB

**No & Type of Engines:**

1 Continental Motors C85-12 piston engine

**Year of Manufacture:**

1946

**Date & Time (UTC):**

19 December 1999 at 1430 hrs

**Location:**

Jericho Farm, Lambley, Nottinghamshire

**Type of Flight:**

Private

**Persons on Board:**

Crew - 1 - Passengers - None

**Injuries:**

Crew - None - Passengers - N/A

**Nature of Damage:**

Landing gear destroyed, propeller bent, damage to cowling, rear fuselage and both wingtips

**Commander's Licence:**

Airline Transport Pilot's Licence

**Commander's Age:**

58 years

**Commander's Flying Experience:**

19,523 hours (of which 157 were on type)

Last 90 days - 146 hours

Last 28 days - 49 hours

**Information Source:**

Aircraft Accident Report Form submitted by the pilot

Returning to RAF Newton from a local flight, the pilot decided to land at Lambley airstrip, some 3.5 miles north of Newton. A friend on the airstrip responded to the pilot's request for a surface wind report that it was 300° at 7 kt. The strip orientation is 260° and the pilot knew from previous experience that a crosswind from the north was likely to produce some turbulence. When he continued to experience turbulence at about 100 feet agl the pilot decided to go round and applied full power. Despite the application of appropriate aileron, the pilot was unable to prevent the aircraft from rolling to the left. It side-slipped to the left until the left wingtip struck the ground followed by the propeller and nose, and the aircraft slewed through 270° before coming to rest. Having switched off the fuel and electrics the pilot was able to exit easily through the left door.

The pilot considers that he may have been affected by a combination of cross wind and downdraught as he initiated the go round and that there was insufficient aileron authority to prevent the left roll.

