

Boeing A75N1 Stearman, G-BNIW

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| AAIB Bulletin No: 10/2004 | Ref: EW/G2004/07/15 | Category: 1.3 |
| Aircraft Type and Registration: | Boeing A75N1 Stearman, G-BNIW | |
| No & Type of Engines: | 1 Pratt & Whitney R-985-AN-14B piston engine | |
| Year of Manufacture: | 1941 | |
| Date & Time (UTC): | 18 July 2004 at 1000 hrs | |
| Location: | Stoke Golding, near Nuneaton, Warwickshire | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - 1 |
| Injuries: | Crew - None | Passengers - None |
| Nature of Damage: | Tail and rudder damaged. Upper wings, one propeller blade and spinner crushed | |
| Commander's Licence: | Private Pilot's Licence | |
| Commander's Age: | 58 years | |
| Commander's Flying Experience: | 1,028 hours (of which 278 were on type) | |
| | Last 90 days - 4 hours | |
| | Last 28 days - 0 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

The grass strip at Stoke Golding Airfield is orientated 26/08, is 525 metres in length and 25 metres wide; at each end of the strip is a 4 foot high hedge. The strip initially slopes uphill to an apex at approximately half the strip length, after which the slope is downhill to the opposite end. Weather conditions at the time of the accident were reported as ceiling and visibility OK (CAVOK), with light and variable winds and no significant weather.

The pilot had landed on Runway 26, using an approach speed of 70 kt and a threshold speed of 65 kt. Touch down was made in a three point attitude, about 100 metres into the strip. The pilot described the grass as "wet/damp" and reported that he applied wheel braking at the point of the apex on the runway. Indications were that the wheels initially locked and skidded along the down-slope part of the strip until, at an estimated 15 kt, and 90 metres from the end of the strip, the braking appeared to become effective and the aircraft tipped forward and came to rest inverted.

The pilot and passenger, who were wearing four-point harnesses were uninjured. The pilot noted that the lack of headwind and dampness of the grass contributed to the accident.