

ACCIDENT

Aircraft Type and Registration:	Piper PA-18-150 Super Cub, G-BGWH	
No & Type of Engines:	1 Lycoming O-320-A2B piston engine	
Category:	1.3	
Year of Manufacture:	1961	
Date & Time (UTC):	6 September 2005 at 1000 hrs	
Location:	Great Oakley Airstrip, near Harwich, Essex	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	The underside of the fuselage was dented	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	37 years	
Commander's Flying Experience:	100 hours (of which 9 were on type) Last 90 days - 9 hours Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The aircraft departed from Clacton Airfield at 0935 hrs for the flight to Great Oakley. Before setting course for his destination the pilot flew three circuits at Clacton, which he judged to be satisfactory. The weather was fine on arrival at Great Oakley, with good visibility and a light and variable surface wind. The pilot flew a normal approach to Runway 09, and touched down within the first third of the 900 m grass strip at between 50 and 55 kt. The pilot applied what he believed to be even and not excessive braking. Almost immediately after commencing braking, the aircraft veered to the right and the pilot was unable to prevent the aircraft

from performing a 'ground loop'. The aircraft left the prepared surface and came to rest with its tail in a ditch adjacent to the runway, causing damage to the underside of the rear fuselage. The pilot secured the aircraft and vacated with his passenger without further difficulty.

The pilot later stated that he may have commenced braking too early when he could have used the remaining runway length to decelerate without braking. This view was shared by a flying instructor familiar with the aircraft and pilot, who stated that the general advice to pilots on this type was to avoid the use of brakes where possible.