

Aeronca 7AC Champion, G-BRWA

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Category: 1.3

INCIDENT

Aircraft Type and Registration:	Aeronca 7AC Champion, G-BRWA	
No & Type of Engines:	1 Continental Motors Corp A65-8 piston engine	
Year of Manufacture:	1945	
Date & Time (UTC):	1 November 2001 at 1615 hrs	
Location:	Hook, Hampshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to propeller tips	
Commander's Licence:	Private Pilots Licence	
Commander's Age:	71 years	
Commander's Flying Experience:	557 hours (of which 251 were on type)	
	Last 90 days - 3 hours	
	Last 28 days - 3 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The grass strip at Scotland Farm is orientated 250°(M) and the first half of the landing distance available was waterlogged. The surface wind was assessed as northwesterly between two and three knots. The aircraft was positioned on a right base leg at 1,300 feet amsl and, after passing over pylons to the east of the field, the pilot turned right onto final approach and began a descent. His forward vision was severely limited by the setting sun until the aircraft was low enough for the sun to be behind trees across the western end of the runway. It was at this point that the pilot noticed a

microlight aircraft that had just become airborne in the opposite direction and was coming towards him.

The pilot decided not to go-around as this would put him back into glare of the sun and he would lose sight of the other aircraft. Instead, he closed the throttle, increased the rate of descent and landed immediately. Unfortunately, touchdown was on a waterlogged portion of the runway and the aircraft came rapidly to a halt. As it decelerated, the tail rose slowly until the propeller made contact with the ground when it sank back down again. The pilot was wearing lap and diagonal upper torso restraint and escaped without injury. The aircraft was bogged down and a tractor was used to recover it.

The pilot reported that he had no radio and, because there is only one other aircraft resident at the strip, he had not done an overhead join to look for other traffic. He also stated that the strip was waterlogged for almost half of its length.