

ACCIDENT

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| Aircraft Type and Registration: | Bellanca 7GCBC Citabria, G-BRJW | |
| No & Type of Engines: | 1 Lycoming O-320-A2D piston engine | |
| Year of Manufacture: | 1980 | |
| Date & Time (UTC): | 27 October 2007 at 1330 hrs | |
| Location: | Old Buckenham Airfield, Norfolk | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - 1 |
| Injuries: | Crew - 1 (Minor) | Passengers - 1 (Minor) |
| Nature of Damage: | Aircraft destroyed | |
| Commander's Licence: | Private Pilot's Licence | |
| Commander's Age: | 46 years | |
| Commander's Flying Experience: | 137 hours (of which 21 were on type) Last 90 days - 8 hours Last 28 days - 3 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

Synopsis

The aircraft ground looped on landing in a crosswind of approximately 6 kt. The pilot considered that he had been slow to react when the into-wind wing rose and the aircraft began to yaw.

wheels. Shortly afterwards, however, the left wing lifted and the aircraft yawed left, travelling across the grass beside the runway towards the airfield clubhouse and adjacent parked aircraft.

History of the flight

The aircraft, a tailwheel type with the pilot and one passenger onboard, took off into the circuit at Old Buckenham in conditions of haze and a surface wind of 210°/8-10 kt. During the first approach to asphalt Runway 25 the aircraft encountered turbulence on final approach and bounced on touchdown. The pilot executed a go-around and carried out a further approach. He stated that this second approach and flare appeared satisfactory and resulted in a touchdown on all three

The pilot attempted to go around again, applying full power and forward elevator control to raise the tail but the aircraft would not accelerate on the soft ground. Nevertheless, because it was still heading towards the club house, he applied nose up elevator control in an attempt to get airborne. This resulted in a "nose-high" attitude and the left wing dropped until it impacted the ground, causing the aircraft to cartwheel. It came to rest upright approximately 30 m from the club hangar and a parked fuel tanker. There was no fire but the aircraft

suffered damage to the fuselage, both wingtips and the entire structure forward of the instrument panel, which had become almost completely detached. Both occupants were able to vacate the aircraft unaided, having suffered what the pilot described as minor injuries. He noted that the cockpit structure had not been distorted.

Discussion

The crosswind component of approximately 6 kt was below the maximum for which a successful landing had been demonstrated in this aircraft. The Chief Flying Instructor (CFI) of the flying club which operated the

aircraft commented that the pilot had received instruction in its operation and recent refresher training on crosswind techniques during which he achieved a “good standard”. The CFI added that the weather conditions on the day of the accident were “well within” the pilot’s capabilities.

The pilot considered that he had been slow to react to the effects of the crosswind on touchdown and that he should have applied into wind aileron and opposite rudder.

There was no indication of any pre-existing mechanical fault that would have contributed to the accident.