

ACCIDENT

Aircraft Type and Registration:	Spitfire Mk 26 (scale replica), G-CCGH	
No & Type of Engines:	1 Jabiru Aircraft PTY 5100A piston engine	
Year of Manufacture:	2007	
Date & Time (UTC):	1 March 2011 at 1244 hrs	
Location:	Hawarden Airfield, Deeside	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to propeller and left landing gear leg	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	55 years	
Commander's Flying Experience:	101 hours (of which 1 was on type) Last 90 days - 6 hours Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft landed heavily on one leg and tipped onto its nose following a poorly-executed approach. The pilot later commented that he was heavily distracted by problems he was having with his VHF radio at the time.

then found communication with Valley Radar was only "strength one" so he returned to Hawarden with the intention to land, but found radio communication poor during the rejoin into the traffic pattern.

History of the flight

The aircraft had been on a local flight from Hawarden, flying out to areas where the pilot would be in contact with Liverpool Approach and Valley Radar. The pilot reports that the aircraft was generally operating normally, the weather was fine and the winds at Hawarden were light. During the flight, however, the pilot experienced difficulties with his VHF radio, with poor reception, and decided not to contact Liverpool Approach. He

The pilot changed to the Hawarden Tower frequency and was given clearance to land on Runway 04, with continuing poor VHF communications. He reports that his approach to landing was "poor" and that the initial touchdown was distinctly heavy on the left main landing gear leg, with the tailwheel down. The aircraft then rocked abruptly onto the right leg and went over onto its nose, stopping in a short distance. The pilot switched off the fuel and electrics and was able to open the canopy and leave the aircraft normally. There was

no fire but there was damage to the propeller and the left landing gear leg.

Following the accident, the pilot was able to identify and correct the radio problem, which emanated from a poor connection of a coaxial cable. It is likely that the worsening of VHF communication during the flight was exacerbated by engine vibration.

Pilot's comment and safety actions

The pilot later commented that he considered the accident was as a result of a poor landing, in which he did not "hold the stick back" sufficiently on touchdown, following an approach to land during which he was distracted by the radio problems. As a result of this accident the pilot has embarked on further tailwheel instruction, and supervised practice, in a two-seat aircraft of similar type.