

## Luscombe 8A, G-BUAO

<b>AAIB Bulletin No:</b> 7/2004	<b>Ref:</b> EW/G2004/04/21	<b>Category:</b> 1.3
<b>Aircraft Type and Registration:</b>	Luscombe 8A, G-BUAO	
<b>No &amp; Type of Engines:</b>	1 Continental A65-8 piston engine	
<b>Year of Manufacture:</b>	1946	
<b>Date &amp; Time (UTC):</b>	9 April 2004 at 1803 hrs	
<b>Location:</b>	Ogbourne St George, near Marlborough, Wiltshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Substantial	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	49 years	
<b>Commander's Flying Experience:</b>	102 hours (of which 55 were on type)	
	Last 90 days - 2 hours	
	Last 28 days - 1 hour	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The aircraft had departed from Lower Upham Airfield, Ogbourne St George, near Marlborough for a local flight. The weather was good, with a wind of 12 knots from the north-west. The aircraft returned to the airfield to land on Runway 27. Runway 27 of the airfield is about 680 metres long, but has a 1 in 5 downslope for the last 200 metres. The runway surface is grass. During the landing, the aircraft bounced up about 4 feet and, to control the subsequent rate of descent following the bounce, the pilot opened the throttle, which extended the landing roll into the downslope area of the runway. When the pilot applied the brakes whilst on the downslope, the aircraft nosed over, coming to rest inverted. Substantial damage was caused to the aircraft nose area and fin. The pilot and his passenger had been wearing lap and diagonal harnesses, and exited the aircraft uninjured through the left and right doors respectively.

In a candid report from the pilot, he concluded that the accident had been caused by applying the brakes whilst going downhill.