

ACCIDENT

Aircraft Type and Registration:	Bolkow BO 207, G-EFTE	
No & Type of Engines:	1 Lycoming O-360-A1A piston engine	
Year of Manufacture:	1961 (Serial no: 218)	
Date & Time (UTC):	6 June 2015 at 13:30 hrs	
Location:	Chichester (Goodwood) Airfield, West Sussex	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to propeller, spinner, cowling and engine shock-loaded	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	58 years	
Commander's Flying Experience:	825 hours (of which 100+ were on type) Last 90 days - 7 hours Last 28 days - 3 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and further enquiries by the AAIB	

Synopsis

As G-EFTE was about to taxi forwards, or while starting to move forward, the tail of the aircraft lifted up and the propeller struck the ground. Another aircraft, G-AXOJ, was nearby and its propwash may have affected G-EFTE but there were conflicting witness accounts on whether this occurred.

G-EFTE - pilot's description of the accident

G-EFTE, a Bolkow BO 207 with a tailwheel configuration, was parked on the southern end of parking row 1 at Goodwood Airfield (Figure 1). After pre-flight checks the pilot requested taxi clearance and was told to taxi to the hold of Runway 24. The wind was from 250° at 15 kt. He taxied forwards, into wind, with the stick held full back and as he approached the southern end of parking row 2 he observed a Beagle Pup, registration G-AXOJ, approaching along the taxiway from his right. He stopped the aircraft at the southern end of parking row 3 and expected G-AXOJ to pass in front of him and turn left. However, G-AXOJ turned left through a gap of parked aircraft on row 3 to pass behind G-EFTE (Figure 1). The pilot of G-EFTE then lost sight of G-AXOJ and prepared to move forward but had to hold for another aircraft taxiing in front. As he was about to move forward again, or while starting to move, the tail of his aircraft lifted up and the propeller struck the ground.

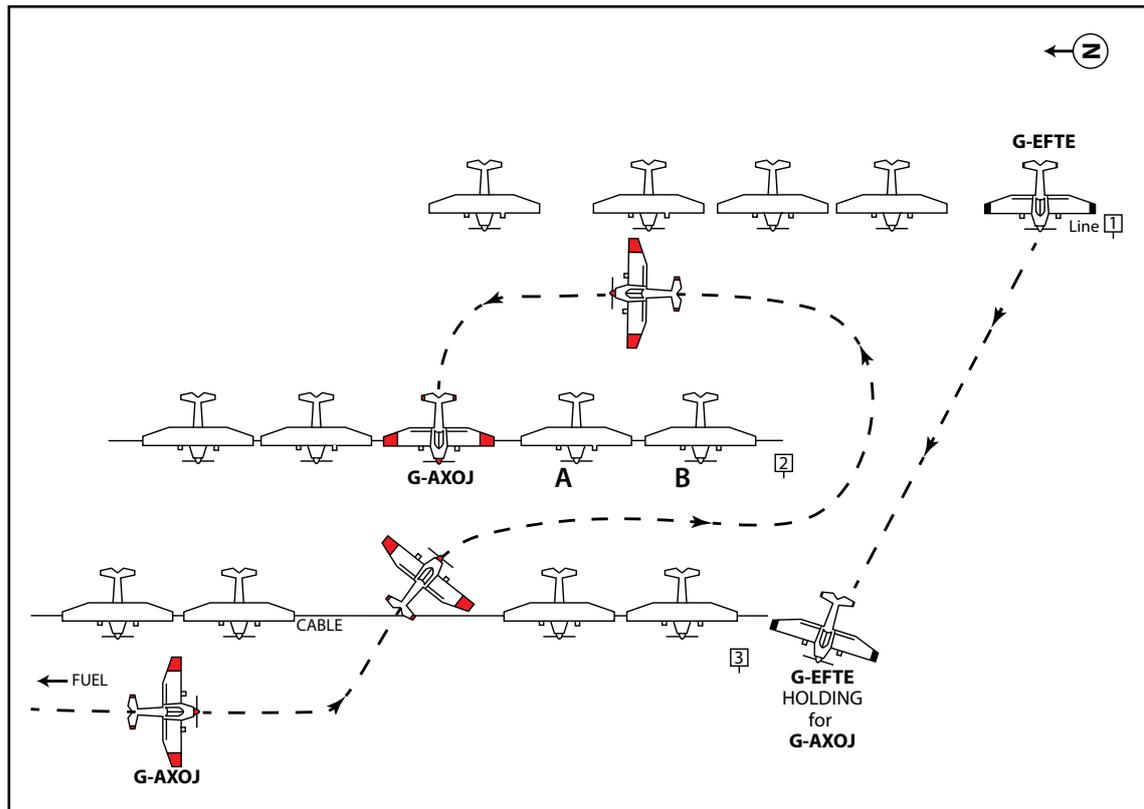


Figure 1

Sketch of the parking area and aircraft tracks (not to scale)

He shut down G-EFTE, checked that his passenger was safe and secure, and then called the Flight Information Service Officer (FISO) in the tower for assistance. The airfield's fire service attended the aircraft and pushed the tail down causing the tailwheel to touch down hard. Once the tail was down the pilot and his passenger exited in the normal manner. They carried out an inspection of the ground they had just taxied over and finding no holes or obstructions decided that the terrain had not been a contributing factor in this occurrence.

Following discussions with an eyewitness, the pilot came to the conclusion that the propwash from G-AXOJ had caused the tail of G-EFTE to lift in an uncontrollable manner.

An eyewitness description of the accident

An eye witness to the event was a pilot conducting pre-flight checks while sitting in the left front seat of a Piper PA-28 parked on row 2 in position A or B as shown in Figure 1. She observed G-EFTE taxi in front of her aircraft and stop next to the row 3 sign. She then saw G-AXOJ taxi through a gap of parked aircraft on row 3 and taxi towards her in front of row 2. G-AXOJ then stopped in front of her aircraft and she believed the pilot was looking for somewhere to park. The aircraft then taxied behind G-EFTE and at some point "put on a fair bit of power", and as they did this the tail of G-EFTE began to lift into the air. She reported that the pilot of G-AXOJ did not appear to look at G-EFTE and taxied away to park. She took a photograph of G-EFTE resting on its propeller, before the fire service arrived (Figure 2).



Figure 2

Photograph of G-EFTE taken by the eyewitness in the parked Piper PA-28

G-AXOJ - pilot's description of the accident

G-AXOJ was a Beagle Pup that had arrived at Goodwood from Maypole. After refuelling, the pilot requested taxi instructions from the FISO and was told to give way to an aircraft passing left to right and then to proceed to parking row 2. He waited for the aircraft to pass and then taxied slowly as he reported that the grass was uneven and rutted, and that it was "very windy". He then saw G-EFTE waiting at the entrance to the parking area. He turned to pass between parked aircraft on row 3 and taxied along in front of row 2. He reported that when his aircraft was about 15 to 20 m away from G-EFTE, at his 3 o'clock position, his passenger in the right seat said "that aircraft has just tipped over". The pilot stopped, looked over to his right and saw that G-EFTE had nosed over. The FISO called for all aircraft to hold their position, so they waited in position and watched as the fire service attended the aircraft. His passenger described the aircraft as having tipped over "very slowly". After several minutes the pilot called the FISO to ask if they should shut down and were then told to proceed to parking which he did. The pilot stated that he was "100% convinced" that it was not his propwash that caused G-EFTE to tip over.

The FISO's description of the accident

The FISO, who was located in the control tower, recalled watching G-EFTE taxi up to the end of row 3 and he described seeing the tail "gently" lifting up. He said that G-AXOJ had stopped on the north side of G-EFTE and had not passed behind G-EFTE. After calling for

the fire service to attend the scene he noticed that G-AXOJ was still stopped in the same position so he told him to continue taxiing to parking. He estimated that the nose of G-AXOJ was pointing south-east with G-EFTE at its 2 o'clock position when the tail of G-EFTE lifted. The FISO could not explain why G-EFTE had tipped over, but he did not think it was caused by the propwash of G-AXOJ.

Analysis

It was not possible, from the conflicting accounts, to determine the cause of G-EFTE tipping onto its propeller. However, regardless of the cause, the accident serves as a useful reminder of being careful when adding power while taxiing near other aircraft, especially near tailwheel aircraft or other 'taildragger' types.