

## Denney Kitfox, G-BSSF, 3 June 2002

<b>AAIB Bulletin No:</b> 11/2002	<b>Ref:</b> EW/G2002/06/04	<b>Category:</b> 1.3
<b>Aircraft Type and Registration:</b>	Denney Kitfox, G-BSSF	
<b>No &amp; Type of Engines:</b>	1 Rotax 582 piston engine	
<b>Year of Manufacture:</b>	1997	
<b>Date &amp; Time (UTC):</b>	3 June 2002 at 1000 hrs	
<b>Location:</b>	Sandtoft Airport, Doncaster	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 2	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to right landing gear leg and right wing	
<b>Commander's Licence:</b>	Airline Transport Pilots Licence with Instructors Rating	
<b>Commander's Age:</b>	47 years	
<b>Commander's Flying Experience:</b>	9,000 hours (of which 35 were on type)	
	Last 90 days - 180 hours	
	Last 28 days - 60 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The purpose of the flight was to conduct a series of visual circuits as part of the type conversion to this tail-wheeled aircraft. The surface wind was 240°/ 10 kt, the visibility was greater than 10 km, there was no cloud below 3,000 feet and no significant weather. Runway 23 was in use at Sandtoft; this runway is 886 metres long, 18 metres wide and its asphalt surface was dry.

The approach and subsequent three-point landing were normal. The aircraft maintained the runway centre line and as it slowed to about 30 mph a gentle yaw to the right developed which was corrected by the application of left rudder. The aircraft however, yawed rapidly to the left and ground looped onto a reciprocal heading. As it left the paved surface the right main landing gear leg detached and the right wing struck the ground. The crew shut down the engine, switched off the electrical power and vacated the aircraft. The airfield fire and rescue services arrived and dealt with a fuel leak from the right wing.

Examination of the runway showed a heavy skid mark from the left main wheel at the point where the aircraft commenced a yaw to the right. This suggested an inadvertent application of the left brake during left rudder control movement.

Unmodified Kitfox aircraft have the potential to allow inadvertent brake application during rudder pedal movement. Kitfox owners are therefore advised to review the brake pedal / rudder control geometry and if necessary contact the Popular Flying Association's engineering department for further advice.