

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Taylor Monoplane, G-BDNO	
<b>No &amp; Type of Engines:</b>	1 Volkswagen 1600 piston engine	
<b>Year of Manufacture:</b>	1977	
<b>Date &amp; Time (UTC):</b>	10 January 2009 at 1200 hrs	
<b>Location:</b>	Bodmin Airfield, Cornwall	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - 1 (Minor)	Passengers - N/A
<b>Nature of Damage:</b>	Engine detached and left wing damaged	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	66 years	
<b>Commander's Flying Experience:</b>	246 hours (of which approximately 1 hour was on type) Last 90 days - 4 hours Last 28 days - 1 hour	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

Whilst carrying out a high-speed taxi run along Runway 13 the aircraft become airborne, stalled and struck the ground in a 'left wing low' attitude. The pilot had no experience of flying taildragger aircraft and during the taxi run it may have been the wind conditions that caused the aircraft to become airborne.

**History of the flight**

The pilot, who had recently purchased the aircraft, was intending to carry out some taxi runs to develop an understanding of the handling of the taildragger aircraft. Prior to this 'flight' the pilot had never flown or taken instruction on how to fly a taildragger aircraft, with all his experience being on conventional nosewheel aircraft. A friend, who did have taildragger

experience, was giving the pilot some guidance but, as the Taylor Monoplane is a single-seat aircraft, the friend was not able to accompany the pilot during the taxi runs.

There was no intention to fly the aircraft and the pilot initially taxied the aircraft around the manoeuvring area before then taxiing to the runway to conduct some high-speed runs. The first of these high-speed taxi runs, along Runway 13, was without incident and the pilot taxied back to the holding point of Runway 13 in preparation for a second taxi run. He lined up on Runway 13 and opened the throttle halfway with the control stick full back. The wind at this time was reported as being from 160° at 13 kt. From this point

onward the pilot has no recollection of what happened up to the time he was later recovering in hospital.

A witness saw G-BDNO begin its second high-speed taxi. The aircraft then became airborne, some 20° off the runway heading and in a near vertical attitude. At about 30 feet agl the aircraft stalled and the left wing dropped. The left wing struck the ground first and the aircraft then cartwheeled; the engine and its cowlings detached at this point. The aircraft then came to rest upright, however the pilot was unconscious and rescue services had to extricate him from the cockpit due to

the risk of fire from leaking fuel; fortunately there was no fire. The pilot was taken to hospital where he recovered from his injuries.

The pilot later assessed that whilst carrying out the taxi run a gust of wind may have allowed the aircraft to become airborne and his inexperience on taildragger aircraft was probably a contributory factor. He had intended to complete a few hours of ground manoeuvring to obtain a feel for the aircraft's handling and then to undertake some flying training in a two-seater Aeronca before attempting to fly G-BDNO.