

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Reims Cessna FRA150L Aerobat, G-PHLY	
<b>No &amp; Type of Engines:</b>	1 Continental Motors Corp O-240-A piston engine	
<b>Year of Manufacture:</b>	1973 (Serial no: 0214)	
<b>Date &amp; Time (UTC):</b>	10 June 2012 at 0940 hrs	
<b>Location:</b>	Netherthorpe Airfield, South Yorkshire	
<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>	Extensive damage to airframe and engine	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	17 years	
<b>Commander's Flying Experience:</b>	75 hours (of which 75 were on type) Last 90 days - 6 hours Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the flying school, including a statement by the pilot	

**Synopsis**

The aircraft failed to become airborne while taking off up-slope in light winds at close to maximum takeoff weight. It overran the runway and came to rest inverted but neither occupant was injured.

**Description of the event**

The pilot intended to conduct a local flight from Netherthorpe airfield, carrying one passenger. Runway 24 was in use, which is a grass runway, 553 m long with a takeoff run available of 490 m. The weather was suitable, with broken cloud cover, good visibility and a surface wind from 200° at 5 kt. Runway 24 has an uphill gradient of 1.9%, and it was reported that some other aircraft had taken off on Runway 06.

With all normal checks completed satisfactorily, the pilot commenced the takeoff run. At 60 kt he pulled back on the control column and the aircraft became airborne for a short while before sinking back onto the runway. The pilot applied full wheel brakes but could not prevent the aircraft leaving the end of the runway. It struck a hedge and turned over, coming to rest on its back. The pilot assisted his passenger out of the aircraft and then vacated the aircraft himself.

According to supplied weight and balance information, the aircraft would have been close to its maximum takeoff weight. It was reported to have been configured correctly, with wing flaps at 10°. A performance

calculation carried out at the AAIB indicated that the aircraft was capable of taking off with the recommended safety margins within the distance available, although performance would have been reduced by the uphill gradient.

The flying club's Chief Flying Instructor commented that the accident was probably due to an incorrect takeoff technique, combined with a delayed decision to abandon the takeoff attempt.