

AAIB Bulletin No: 11/94

Ref: EW/G94/10/02

Category: 1.3

**Aircraft Type and Registration:** Taylor Monoplane, G-BEUM

**No & Type of Engines:** 1 Volkswagen 1500 (Peacock) piston engine

**Year of Manufacture:** 1978

**Date & Time (UTC):** 5 October 1994 at 1150 hrs

**Location:** Wickenby Airport, Lincolnshire

**Type of Flight:** Private

**Persons on Board:** Crew - 1 Passengers - None

**Injuries:** Crew - None Passengers - N/A

**Nature of Damage:** Engine shock loaded; propeller damaged beyond repair; canopy shattered; general damage to landing gear and airframe

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 25 years

**Commander's Flying Experience:** 87 hours (of which one was on type)  
Last 90 days - 14 hours  
Last 28 days - 2 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The aircraft took off from Runway 34 at Wickenby; the weather was fine and the surface wind was 330°/15 kt. At about 50 feet agl, the canopy came open and the perspex shattered as it struck the right wing; the aircraft started to turn to the right. The pilot tried to close the canopy but the force of the airflow against it was too great. With the engine at full power and left rudder applied the aircraft continued to turn to the right and was not gaining height. The pilot decided to carry out a forced landing, however, with the directional control problem he had little choice of site and landed in a ploughed field to the right of the centreline. He was wearing full upper torso restraint and escaped without injury.

The pilot had closed the canopy after starting the engine and was certain that he had confirmed that it was locked in the 'hatches and harnesses' check prior to takeoff. The cockpit is fairly confined and the pilot considered that the locking bolt may have been inadvertently moved to the unlocked position as the throttle was moved during subsequent taxiing and takeoff.