

ACCIDENT

Aircraft Type and Registration:	Pitts S-2B Special, G-IIDY	
No & Type of Engines:	1 Lycoming AEIO-540-D4A5 piston engine	
Year of Manufacture:	1982	
Date & Time (UTC):	7 November 2010 at 1330 hrs	
Location:	Leicester Airport, Leicestershire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Canopy destroyed, damage to fabric on right lower main plane and tail, denting to canopy frame	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	57 years	
Commander's Flying Experience:	1,471 hours (of which 500 were on type) Last 90 days - 15 hours Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The canopy had not been correctly secured before departure. As the pilot opened the throttle to take off the canopy opened and detached, striking the wing and tail as it fell to the ground. The takeoff was rejected, there were no injuries and the aircraft sustained minor damage.

History of the flight

The aircraft was being flown from the rear seat by a pilot who was experienced on the type, with another pilot, also current on the type, occupying the front seat. The canopy on this aircraft was fitted with a non-standard warning horn, which sounded if the canopy locking lever was not in the fully locked

position. Before departure the pilot flying (PF) closed and locked the canopy and confirmed the horn was not sounding. He then opened the throttle and commenced the takeoff, at which point the canopy opened and detached from the aircraft. The pilot abandoned the takeoff and taxied clear of the runway. Following inspection by the pilot, he determined that the canopy locking mechanism remained in the locked position and concluded that it could not have engaged correctly on the aircraft fuselage.

The pilot commented that he was aware of canopy detachments happening to several other Pitts S2B and S2C series aircraft in the UK. Other Pitts pilots

contacted also commented on the apparently high number of canopy detachments. However, the CAA Mandatory Occurrence Report database only holds records of one detachment in the previous 10 years. Although anecdotal information supported the pilot's assertion that there is an issue with the operation of

the canopy locking system, the lack of reported cases means that no safety recommendation has been made.

The pilot commented that, to ensure the canopy is secure, in future he would attempt to pull it rearwards and push it upwards after it has been locked.