

ACCIDENT

Aircraft Type and Registration:	Robin DR400/180 Regent, G-CBMT	
No & Type of Engines:	1 Lycoming O-360-A1P piston engine	
Year of Manufacture:	2002	
Date & Time (UTC):	9 May 2010 at 1325 hrs	
Location:	Manston Airfield, Kent	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Nose landing gear, propeller, engine and underside of cowling	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	43 years	
Commander's Flying Experience:	212 hours (of which 20 were on type) Last 90 days - 4 hours Last 28 days - 2 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft was departing Runway 10 with a surface wind of 020°/14 kt. As the aircraft lifted off, the left wing lifted and the right wing contacted the runway surface. The pilot closed the throttle and the nose landing gear collapsed as it struck the runway. The propeller also contacted the runway stopping the engine. The pilot was unable to maintain the runway centreline and the aircraft departed the left side of the runway. He believed that a gust of wind from the left had caught the aircraft just at the point of lift off and he had not been able to prevent the right wing touching the ground. He considered that the loss of directional control was due to the collapsed nose landing gear.

History of the flight

The pilot had flown the aircraft from Crowfield Airfield in Suffolk to Manston Airport, Kent that morning. The weather for the flight was good with the wind 020°/14 kt, visibility greater than 10 km, cloud broken at 1,100 ft, OAT 10°C, dew point 7°C and QNH 1011 hPa. Runway 10 was in use which is 2,752 metres long and 61 metres wide and the pilot landed in the prevailing crosswind conditions without difficulty. The surface wind was within the crosswind limits for the aircraft which had been demonstrated up to 24 kt.

After a few hours on the ground, the pilot taxied to Runway 10 for departure. He had selected the first

stage of flap for the takeoff and lined up on the runway centreline. When cleared for takeoff, he smoothly selected takeoff power and the aircraft accelerated along the runway remaining on the centreline. The aircraft began to lift off and very quickly the left wing lifted causing the right wing tip to contact the runway. The pilot closed the throttle and the aircraft sank back to the runway. The nose landing gear collapsed, the propeller struck the runway and the engine stopped. The aircraft veered to the left and despite the pilot's attempts to keep the aircraft straight, he was unable to prevent it departing the left side of the runway. When the aircraft came to a stop, the pilot isolated the fuel

and electrical systems and vacated the aircraft through the normal exit. The airfield Rescue and Fire Fighting Service deployed and were quickly on the scene.

Whilst the pilot could not remember the detail of the events, due to the speed with which the incident happened, he considered that, as he lifted off, the aircraft was caught by a gust of wind from the left which he was unable to counteract. When he closed the throttle, the aircraft sank back onto the runway collapsing the nose landing gear, which caused the aircraft to veer to the left.