

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Wittman W10 Tailwind, G-BOIB	
<b>No &amp; Type of Engines:</b>	1 Continental Motors Corp O-300-D piston engine	
<b>Year of Manufacture:</b>	1999 (Serial no: PFA 031-10551)	
<b>Date &amp; Time (UTC):</b>	21 April 2014 at 1630 hrs	
<b>Location:</b>	Private airstrip near Winchester	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - 1 (Minor)
<b>Nature of Damage:</b>	Damage to right wing, landing gear, fuselage, tailplane and propeller	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	66 years	
<b>Commander's Flying Experience:</b>	899 hours (of which 700 were on type) Last 90 days - 5 hours Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

The aircraft failed to get airborne in the distance available and overran into a hedge. The pilot thought that carburettor icing was a probable factor in the accident, together with long wet grass that the aircraft encountered during takeoff and a possible adverse effect on performance of a recently fitted propeller.

## History of the flight

The aircraft was taking off from a grass airstrip which was orientated 06/24 and was about 450 m long. At the south-west end of the strip was a further clear area, extending approximately 350 m in length, angled about 25° to the left of the Runway 24 takeoff direction. The pilot described the surface wind as a light easterly. Otherwise, the weather was overcast and dry, although it had rained earlier and the grass was wet.

The pilot prepared for a takeoff in the 24 direction and, initially, the ensuing takeoff run appeared normal. The aircraft became airborne approaching the point, described as the midpoint of the strip by the pilot, where the clear area continued at an angle to the left. However, the ground ahead of the aircraft rose considerably and the aircraft touched down into very long, wet grass, which slowed it down. The pilot continued with the takeoff but the aircraft did not gain flying speed and ran on into a hedge.

The pilot described the airstrip as challenging, but had flown from it on many occasions. He had recently fitted a new, coarser pitch propeller, which he described as reducing takeoff performance. He thought that the new propeller may have adversely affected the aircraft's performance, which was further affected by the long wet grass it encountered. He also believed that carburettor icing was a probability.

Of note, the aircraft was taking off downwind, which also increases the takeoff distance required.