

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Grob G115D 2, G-BVHF	
<b>No &amp; Type of Engines:</b>	1 Lycoming AEIO-320-D1B piston engine	
<b>Year of Manufacture:</b>	1994	
<b>Date &amp; Time (UTC):</b>	6 May 2008 at 1431 hrs	
<b>Location:</b>	Dundee Airport	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to the engine, propeller, spinner and leading edge of port wing	
<b>Commander's Licence:</b>	Student pilot	
<b>Commander's Age:</b>	18 years	
<b>Commander's Flying Experience:</b>	11 hours (of which 11 were on type) Last 90 days - 11 hours Last 28 days - 11 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and flying club staff	

**Synopsis**

The student pilot was unable to control a left yaw which developed during the takeoff roll on her first solo flight. The aircraft crossed the side of the runway and struck a perimeter fence before she could bring it to a halt.

**History of the flight**

The student pilot had successfully completed two circuit training sessions on the day of the accident after which the instructor decided she was ready to undertake her first solo. After briefing her, the instructor vacated the aircraft and went to the control tower to monitor the flight. The student completed the power and pre-take off checks before back-tracking and lining up on Runway 10.

She commenced her takeoff roll with the surface wind reported as 070/12 kt. As the aircraft accelerated, the student applied right rudder but was unable to control a developing yaw to the left. The aircraft crossed the side of the asphalt runway onto the grass verge and hit a perimeter fence at slow speed before stopping. The student was uninjured in the accident which was quickly attended by the airport emergency services.

The flying school considered that if the nosewheel was not centred after the lining-up manoeuvre, the tendency of the aircraft to yaw left under power would have been exasperated. The wind direction would also have added a further left yaw effect.