

Vans RV-6A, G-BZHM

AAIB Bulletin No: 5/2001 **Ref:** EW/G2001/02/09 **Category:** 1.3

Aircraft Type and Registration: Vans RV-6A, G-BZHM

No & Type of Engines: 1 Lycoming O-320-E2A piston engine

Year of Manufacture: 2000

Date & Time (UTC): 18 February 2001 at 1400 hrs

Location: Bagber Farm, Milborne St Andrew, Dorset

Type of Flight: Private

Persons on Board: Crew - 2 - Passengers - None

Injuries: Crew - 2 (Serious) - Passengers - N/A

Nature of Damage: Damaged beyond economic repair

Commander's Licence: Private Pilot's Licence

Commander's Age: 48 years

Commander's Flying Experience: 243 hours (of which 91 were on type)

Last 90 days - 4 hours

Last 28 days - 1 hour

Information Source: Aircraft Accident Report Form submitted by the pilot and eye witness report

The aircraft had flown just over an hour, and had been on the ground for about 20 minutes, before it took off from the grass strip at Bagber Farm; the strip is designated 22, is about 550 metres long and the surface was damp. Although they were wearing four point upper torso restraint, both occupants suffered serious injury and had no recall of any part of the flight. This report is compiled from the evidence of the farmer who witnessed the event. He could not comment on the sound of the aircraft's engine because he was in a vehicle with the windows closed, the engine running and the radio on.

The weather was fine, with hazy sunshine and little or no wind. The aircraft appeared to accelerate normally and became airborne after about 150 metres. It then turned right and, in the witnesses' own words; "Initially the turn was executed quite smoothly and then it developed into a more acute turn. This resulted in the aircraft giving the impression that the nose was now pointing to the ground" The right wing tip then struck the ground and the aircraft cartwheeled before coming to rest inverted.

The witness went immediately to the scene. Both occupants were unconscious and obviously seriously injured so he went to the farmhouse and telephoned the emergency services. When he returned, he saw that the pilot had regained consciousness. He cut his harness to make him more comfortable and then dragged the passenger clear of the wreckage and placed her in the recovery position. He treated the pilot's head wound and helped him get free from the wreckage. He also switched off the aircraft electrical system. The air ambulance arrived at about this time.

The pilot thought that the engine may have stopped or been at low power on impact because there was very little damage to the propeller.