

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Escapade, G-DIZI	
<b>No &amp; Type of Engines:</b>	1 Rotax 912-UL piston engine	
<b>Year of Manufacture:</b>	2004 (Serial no: BMAA/HB/355)	
<b>Date &amp; Time (UTC):</b>	21 June 2014 at 1615 hrs	
<b>Location:</b>	Private airstrip, Mendelsham, Suffolk	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to propeller, right wing, tail surfaces and engine cowling	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	47 years	
<b>Commander's Flying Experience:</b>	329 hours (of which 50 were on type) Last 90 days - 13 hours Last 28 days - 8 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

The aircraft became airborne unexpectedly early while taking off from a grass airstrip in a crosswind and with crops to each side. The main wheels touched down again and the aircraft deviated to the left, causing the left main wheel to run onto cultivated land. The aircraft yawed left into the crop, where it pitched forward and inverted.

## History of the flight

The pilot planned for a local flight from a grass airstrip. The 650 m strip was orientated east-west, about 17 m wide, and with crops of wheat to the north side and oilseed rape to the south. The surface wind was between 4 and 10 kt, varying in direction between 330° and 010°.

The pilot commenced his takeoff roll in a westerly direction. He held the control column forward, to lift the tail when sufficient speed was gained, expecting to lift the main wheels off at about 40 kt. At about 30 kt, the main wheels and the tail wheel left the ground together, unexpectedly. The pilot centralised the control column, hoping to accelerate while in ground effect, but the main wheels touched down again, the left wheel touching first. The aircraft deviated to the left and the left wheel ran into furrowed ground at the edge of the strip, causing the aircraft to yaw further left and into the crop. The aircraft decelerated rapidly and pitched nose down until fully inverted, about 100 m from the start

of the takeoff run. There was only minor damage to the cockpit area and the pilot escaped from the aircraft uninjured.

The pilot noted that the normal tailwheel takeoff technique that he employed, and which was described in the aircraft operating manual, was sometimes difficult to execute in the aircraft when at relatively light weight, and that there was sometimes a degree of 'porpoising' with one or two small main wheel bounces before lifting off cleanly. He considered that his relative lack of experience on type, the narrowness of the strip and the crosswind component had been contributory factors in the accident.