

ACCIDENT

Aircraft Type and Registration:	Super Aero 45 Series 4, G-APRR	
No & Type of Engines:	2 Walter Minor 4-3 piston engines	
Year of Manufacture:	1956	
Date & Time (UTC):	28 February 2009 at 1619 hrs	
Location:	Blackbushe Airport, Hampshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 2
Injuries:	Crew - 1 (Minor)	Passengers - 2 (Minor)
Nature of Damage:	Extensive damage	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	43 years	
Commander's Flying Experience:	239 hours (of which 14 were on type) Last 90 days - 14 hours Last 28 days - 5 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

During takeoff the aircraft swung to the left. The pilot attempted to correct this, inducing an oscillation in yaw. Believing the airspeed to be sufficient for flight the pilot attempted to lift off, after which the aircraft stalled, causing the right wing to strike the ground. The aircraft then came to rest in a gorse bush to the right of the runway.

History of the flight

The pilot lined the aircraft up on the hard surface Runway 25 at Blackbushe Airport in preparation for the return flight to Goodwood. During the takeoff roll, in calm wind conditions and as the tail was lifting, the aircraft began to swing to the left. The pilot attempted to correct the swing but he induced an oscillation in

yaw. The pilot believed the airspeed was sufficient for flight, but as the aircraft lifted off it immediately stalled. The right wing tip then struck the grass to the right of the runway, causing the aircraft to rotate through 180°, before coming to rest in a gorse bush. The aircraft suffered extensive damage to its wings, tail structure, landing gear, engines and nose structure.

The pilot and the two passengers, who were wearing lap strap harnesses, suffered minor injuries but were able to exit the aircraft normally.

In a frank assessment of the accident, the pilot stated that the main cause was a series of "bad command decisions". Firstly, he admitted that he did not look at

the airspeed at the time he decided to take off, believing the aircraft was at a flying speed and that taking off was a better option than running off the side of the runway into the rough verge. The pilot also admitted that he should have considered aborting the takeoff. He had not

previously carried out an aborted takeoff, either when flying this aircraft or with an instructor. He also stated that his inexperience of flying taildragger aircraft from hard surfaces may have been a contributory factor.