

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Denney Kitfox Mk 2, G-BXBP	
<b>No &amp; Type of Engines:</b>	1 Jabiru Aircraft Pty 2200A piston engine	
<b>Year of Manufacture:</b>	2001	
<b>Date &amp; Time (UTC):</b>	10 July 2009 at 1505 hrs	
<b>Location:</b>	Jackrells Farm Airfield, West Sussex	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - 1 (Minor)	Passengers - 1 (Minor)
<b>Nature of Damage:</b>	Damage to nose, propeller, spinner, landing gear and left wing	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	51 years	
<b>Commander's Flying Experience:</b>	158 hours (of which 12 were on type) Last 90 days - 12 hours Last 28 days - 12 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

On the morning of the accident day, the pilot had carried out circuit practice at Bembridge with an instructor in order to complete his tailwheel familiarisation and conversion training on the Kitfox. He then returned to his base at Jackrells Farm and later that day planned a local flight with a passenger. He completed the pre-flight checks and lined up on Runway 21. The wind was 4 kt to 7 kt from a direction of 240°. As the pilot advanced the throttle the aircraft accelerated but as it did so, it began to drift towards the left side of the runway. The pilot applied right rudder to correct the drift and rotated. He did not have time to look at the airspeed as the aircraft became airborne in a wings level attitude and began to climb. The pilot then became aware that he was heading towards a line of trees located to the right

of the runway. He recalled that he yawed the aircraft to the left, but the aircraft immediately stalled, descended and hit the ground in a left wing-down attitude. As the pilot was unable to open the left door due to structural damage, he exited the aircraft via the right door.

The pilot subsequently considered that the initial application of power was excessive, with the tail still on the ground, and this had caused the aircraft to yaw left. Furthermore, the application of right rudder was an overcorrection and the aircraft became airborne prematurely with a high pitch attitude whilst yawing to the right. He was then distracted by the possibility of impact with the trees and had allowed the aircraft to stall from a height of between 30 ft and 50 ft.