

No: 9/89

Ref: EW/G89/06/27

Category: 1c

Aircraft Type and Registration: Slingsby T-67C, G-GAFG

No & Type of Engines: 1 Lycoming O-320-D2A piston engine

Year of Manufacture: 1986

Date and Time (UTC): 30 June 1989 at 1235 hrs

Location: Denham Aerodrome, Buckinghamshire

Type of Flight: Private (pleasure)

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - 1 (minor) Passengers - 1 (minor)

Nature of Damage: Aircraft destroyed

Commander's Licence: Private Pilot's Licence

Commander's Age: 49 years

Commander's Total Flying Experience: 235 hours (of which 13 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot and telephone enquiries

Having completed all pre-flight checks including a calculation of the aircraft's weight and centre of gravity, the aircraft was lined-up for take-off on Runway 24. The weather was fine with a surface wind of 180°/10 kts. Shortly after the start of the take-off roll the engine rpm was noted as 2200 which is normal. The pilot felt that the aircraft's acceleration was at the slow end of the normal range. At 60 kts back pressure was applied to the control column and shortly afterwards the aircraft became airborne about 2/3 the way down the 779 metre runway. The pilot felt that the aircraft was reluctant to climb so he maintained a low nose attitude to allow the airspeed to increase. At about 15 feet above the runway, the right wing started to rise but did not respond to normal aileron input. The pilot therefore applied full right aileron. However the aircraft continued to roll and yaw to the left until it struck the ground inverted at right angles to the runway centre line. On impact with the ground the engine detached from the fuselage and the canopy shattered. There was no immediate fire and both the pilot and his passenger were able to escape unaided. Both full harnesses had held on impact and the occupants suffered only minor injuries. The aircraft was subsequently destroyed by fire despite the prompt arrival of the airfield fire engine. The causes of the control problem experienced have not been established.