

No: 8/92

Ref: EW/G92/05/32

Category: 1c

Aircraft Type and Registration: Denney Kitfox Mk3, G-BTIP
No & Type of Engines: 1 Rotax 582 piston engine
Year of Manufacture: 1992
Date & Time (UTC): 31 May 1992 at 1535 hrs
Location: Wadswick Manor Farm, Avon
Type of Flight: Private
Persons on Board: Crew - 2 Passengers - None
Injuries: Crew - None Passengers - N/A
Nature of Damage: Severe damage to fuselage, main planes and engine
Commander's Licence: Commercial Pilot's Licence with Instructor rating
Commander's Age: 40 years
Commander's Flying Experience: 2,660 hours (of which 2 hours were on type)
Last 90 days - 24 hours
Last 28 days - 13 hours
Information Source: Aircraft Accident Report Form submitted by the pilot

On the day of the accident the aircraft was operating from Wadswick Manor Farm, a grass strip orientated 09/27. Situated to the south of the runway are farm buildings and a hangar. Power lines are located to the south and southeast of the strip but are routed below ground near the runway. The weather at the time was good with visibility of 30 km, 2/8ths cloud at 4,000 feet, temperature 21°C and a surface wind of 170°/4 kt.

The aircraft taxied for runway 09 as the wind sock favoured that runway for take-off. The pilot, a flying instructor who had previously flown the aircraft from the left hand seat, chose the right hand seat on this occasion. The take-off run was uneventful, however, at rotation the aircraft veered to the right and banked 10° right wing low. Rudder was used to correct the wing drop but by now the aircraft was heading to the right of the runway towards a low dry-stone wall. The aircraft cleared the wall by some 10 feet but appeared not to climb. Realising that on its present heading the aircraft would encounter power lines 35 to 40 feet high and approximately 60 metres ahead, the pilot turned the aircraft further to the right onto a southerly heading. The pilot was now confronted with another set of power lines forcing him to bank further to the right. During this manoeuvre,

which was carried out at approximately 50 feet, the right wing stalled and contacted the ground at an angle of 45°. The front attachment of the right wing sheared, the engine hit the ground and the aircraft pivoted through 180° before coming to rest in an upright position. Disruption to the airframe was severe but the pilot and observer, who were wearing full harnesses, were able to vacate the aircraft without injury. There was no fire.

The pilot reported that turbulence from farm buildings upwind may have caused the slight wing drop on rotation. The power lines to the south of the runway were not visible until the aircraft had become airborne and turned onto a southerly heading. He further reported that the lack of climb performance may have been due to the high ambient temperature.