

Renegade Spirit UK, G-MVZP

AAIB Bulletin No: 8/2004	Ref: EW/G2004/06/04	Category: 1.3
Aircraft Type and Registration:	Renegade Spirit UK, G-MVZP	
No & Type of Engines:	1 Rotax 582 piston engine	
Year of Manufacture:	1990	
Date & Time (UTC):	6 June 2004 at 1930 hrs	
Location:	Chatteris Airfield, Cambridgeshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Landing gear, propeller and wings damaged	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	47 years	
Commander's Flying Experience:	4,000 hours (of which 100 were on type)	
	Last 90 days - 130 hours	
	Last 28 days - 54 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

G-MVZP was being flown from the grass Runway 29 at Chatteris Airfield and the pilot reported the wind at the time as 210°/5 kt. Following the completion of two circuits, flown by an accompanying micro-light pilot, the pilot took control and began to take off again. When the aircraft left the ground, it drifted to the right and this was coupled with a feeling that the pilot had of it decelerating. He continued applying full engine power and maintained the aircraft attitude. The aircraft was then felt to accelerate, shortly before it 'ground looped' to the right and entered three foot high grass at the edge of the runway. The propeller was damaged and the engine stopped. The wings and the landing gear sustained further damage before the aircraft finally came to rest. There was no fire. The pilot and his passenger, who both had five point harnesses, were uninjured and were able to exit the aircraft after it had been shut down.

The Renegade Spirit is a bi-plane and the distance between the lower wing and the ground is less than the three feet high grass that bordered the runways at Chatteris. The pilot, in a very honest appraisal of the accident, stated that when the aircraft deviated from the runway centre line during the take-off roll, the lower right wing had contacted the long grass to the right of the runway resulting in the deceleration that he experienced. The brief acceleration was due to the right wing entering a clear area at the point where Runway 29 is intersected by Runway 19 and the loop to the right then occurred when the right wing re-entered the long grass beyond this intersection.

Renegade Spirit UK, G-MVZP

The pilot also stated he was unaware that the aircraft had drifted to the right during the initial take-off roll and he attributed this to the sun being in his eyes, removing his normal visual cues and his reliance on the left runway boundary for his visual reference. His impression, following the feeling of deceleration, was of an engine failure and he explains that this was the reason he left the engine at full power whilst holding the aircraft climb attitude. He now feels that the correct action should have been to steer to the left to clear the grass. He then honestly states that this flight was late in the day and that he was fatigued because he had not eaten properly during the day, following an early start.