

ACCIDENT

Aircraft Type and Registration:	Supermarine Aircraft Spitfire Mk 26 (scale replica), G-HABT	
No & Type of Engines:	1 Jabiru Aircraft PTY 5100A piston engine	
Year of Manufacture:	2008	
Date & Time (UTC):	27 September 2008 at 1635 hrs	
Location:	Perranporth Airfield	
Type of Flight:	Private	
Persons on Board:	Crew – 1	Passengers – None
Injuries:	Crew – None	Passengers – N/A
Nature of Damage:	Damage to propeller, landing gear and right wingtip	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	57 years	
Commander's Flying Experience:	137 hours (of which 0 were on type) Last 90 days - 2 hours Last 28 days - 0 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

Whilst the pilot was conducting his first flight in the aircraft, it became airborne unexpectedly in a nose-high attitude. Whilst correcting a left wing drop, he hit the right wing and propeller on the ground.

History of the flight

The Spitfire Mk 26 is an all-metal, approximately 80% scale replica of the WWII fighter. It is sold as a kit of parts for assembly by the purchaser.

The owner was conducting his first flight in the aircraft, on Runway 05; the wind was 360°/8 kt and the weather was sunny with a slight haze. As he started the takeoff roll under partial power, the pilot's view of the runway was

obscured by the long nose of the aircraft. As he reached 30 kt he applied full power and eased the control column forward to raise the tail. As he did so, he glanced left and right to ensure he was still aligned with the runway. When he returned his attention to the instrument panel, he became aware that the aircraft was lifting off in a nose-high attitude, with the left wing dropping. He over-corrected with opposite aileron and a swing to the right developed with the right wing dropping and striking the ground, together with the propeller. The aircraft came to rest on the perimeter track and the pilot evacuated normally, without injury.

The pilot had rehearsed and taken advice in preparation for his first flight in the Spitfire. Much of the advice had centred on an apparent ‘nose-heavy’ characteristic which could lead to striking the propeller if the tail is raised too early. He was advised to ensure that an indicated airspeed of about 30 kt is achieved with the stick back before moving it forward. He states that he was unprepared for

the rapid acceleration from 30 kt to flying speed, possibly because most of his tailwheel flying had been from grass runways whereas Runway 05 was paved, resulting in faster acceleration. With hindsight, he believes his usual technique used on other types, in which he raises the tail earlier, would have served him better.