

# ARV1 Super 2, G-BMWM

**AAIB Bulletin No: 7/98 Ref: EW/G98/05/22      Category: 1.3**

**Aircraft Type and Registration:** ARV1 Super 2, G-BMWM

**No & Type of Engines:** 1 Hewland AE75 piston engine

**Year of Manufacture:** 1987

**Date & Time (UTC):** 17 May 1998 at 1240 hrs

**Location:** Cromer (Northrepps) Airfield, Norfolk

**Type of Flight:** Private

**Persons on Board:** Crew - 1 - Passengers - None

**Injuries:** Crew - None - Passengers - N/A

**Nature of Damage:** Canopy shattered; some fuselage skin damage

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 60 years

**Commander's Flying Experience:** 102 hours (of which 9 were on type)  
Last 90 days - 15 hours  
Last 28 days - 8 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

Following an uneventful flight from Little Snoring Airfield earlier in the day, the aircraft lined up on Runway 18 prior to departure for the 15 minute return flight. Departures from Cromer are normally restricted to Runway 18, which is downhill and was also downwind on the day of the accident. The take-off run, with one stage of flap, was normal until rotation at 50 kt when a loud bang occurred and the complete canopy departed rearwards from the aircraft. The pilot immediately realised that he had omitted to lock the canopy prior to departure. The aircraft was by now airborne, but not climbing, and it was apparent that there was insufficient distance remaining for a landing on the runway. The pilot knew there was a farm track at the threshold of Runway 36, followed by a sharp drop of around 45 metres into a cornfield. He therefore maintained full power in order to clear the track, then reduced power and landed in the cornfield. The touchdown was smooth, assisted by the alignment of the rows of corn which were fortuitously parallel to the landing direction. The pilot held the nose up for as long as possible and did not apply the brakes. The aircraft came to rest undamaged (apart from superficial skin damage on the upper aft fuselage,

caused by the departing canopy) and approximately 100 metres into the field, with the propeller still turning.

The pilot recalled that there was no excessive wind noise during the take-off run, and reasoned that the canopy had been held down by the slipstream until rotation. Pieces of perspex and canopy frame were found distributed along the latter half of the runway.