

AAIB Bulletin No: 8/93

Ref: EW/G93/06/19

Category: 1c

**Aircraft Type and Registration:** Denney Kitfox MK2, G-BTVC

**No & Type of Engines:** 1 Rotax 582 piston engine

**Year of Manufacture:** 1992

**Date & Time (UTC):** 20 June 1993 at 1105 hrs

**Location:** Oakley Airstrip, Oxfordshire

**Type of Flight:** Private

**Persons on Board:** Crew - 1                      Passengers - 1

**Injuries:** Crew - None                      Passengers - None

**Nature of Damage:** Extensive to propeller, engine, both wings and landing gear

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

**Commander's Age:** 65 years

**Commander's Flying Experience:** 181 hours (of which 92 were on type)  
Last 90 days - 23 hours  
Last 28 days - 9 hours

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

The aircraft took off from Oakley Airstrip at 1035 hrs for a short local flight. The commander was accompanied by a passenger who was an experienced glider pilot, lapsed Private Pilot's Licence holder, and aircraft engineer. During the flight, some moderate turbulence and thermal activity was experienced, and several other light aircraft and gliders were noted in the vicinity. On return to the airstrip the aircraft made an approach to the concrete Runway 28. The commander reported that he maintained 60 mph, a faster approach speed than usual because of the turbulence. Approximately 10 feet above the runway, the aircraft experienced a sudden loss of flying speed. The right wing dropped and caused the right main landing gear to contact the surface heavily, quickly followed by the left main gear. The commander applied full power in order to go-around but the aircraft continued to roll and to yaw left, until the aircraft was heading some 70° to the left of the centreline. The main landing gear contacted a steel wire fence adjacent to the runway and the aircraft nosed over. There was no fire. Both occupants, who were wearing full harnesses, were uninjured and vacated the aircraft by the normal means.

The weather conditions were reported as a north westerly wind, generally 10 kt, with scattered cumulus cloud, and extensive thermal activity. Observers on the ground at the airstrip noted that significant changes in wind direction were occurring, with gusts up to approximately 20 kt, and occasional tailwind components resulted for Runway 28. A large cumulus cloud was also noted overhead the airstrip at the time of the accident.

The passenger confirmed the commander's recollection of the sequence of events.

Year of Manufacture:	1951
Date & Time (UTC):	1951-08-10 10:00
Location:	Beaulieu Airport, Isle of Wight
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - 10
Injuries:	Crew - None Passengers - 10/1
Nature of Damage:	Damage to leading edge of left wing
Commander's Licence:	Private Pilot's Licence with Instrument Rating
Commander's Age:	46 years
Commander's Flying Experience:	1,350 hours (of which 400 were as pilot) Last 90 days - 23 hours Last 28 days - 8 hours
Information Source:	Aircraft Accident Report Form submitted by pilot

The pilot was participating in the Schneider Trophy race. After take-off from the Beaulieu airstrip was held at low level and, while in a gentle turn, the left wing suddenly was lowered. The pilot thought at first that it was a wheel which had made contact with the runway as he was experiencing no handling problems, he continued the race. Later he noticed the damage to the wing and, after the race was over, he checked the aircraft's handling, having satisfied himself that it was safe to do so, he flew it to his home base and then to the repair shop.

The pilot considered that it was possible that the accident occurred because he was concentrating on the aircraft which had departed 10 seconds before him.