Taylor J.T.1 Monoplane, G-BEEW

AAIB Bulletin No: 11/2001	**Ref: EW/G2001/09/03**	**Category: 1.3**
Aircraft Type and Registration:	Taylor J.T.1 Monoplane, G-BEEW	
No & Type of Engines:	1 Volkswagen 1600 piston engine	
Year of Manufacture:	1991, rebuilt 2000	
Date & Time (UTC):	2 September 2001 at 1532 hrs	
Location:	Near Popham Airfield, Hampshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew 1 minor	Passengers - N/A
Nature of Damage:	Damaged beyond repair	
Commander's Licence:	Private Pilots Licence	
Commander's Age:	45 years	
Commander's Flying Experience:	331 hours (of which 30 were on type)	
	Last 90 days - 24 hours	
	Last 28 days - 9 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The aircraft took off on a pleasure flight from Popham Airfield, runway 26, with the intention of going to Childsford Farm strip, near Kirdford. The local surface wind was reported as 240°/12 to 15 kt, with visibility above 10 km and an overcast layer of cloud above 2,500 feet. The wind conditions were further described as 'blustery'.

Shortly after take off from Runway 26 at Popham, the pilot was requested to turn right in order to avoid a noise sensitive area. After the turn the pilot continued the climb on the crosswind leg, paying close attention to the surrounding traffic. As he turned downwind, the right-hand wing dropped slightly, which he immediately attempted to correct by lowering the nose slightly and applying left rudder. A second or two later, however, the aircraft rolled rapidly into a fully developed right-hand spin. This took the pilot by surprise and he tried to recover the aircraft by applying left rudder, centralising the stick and then closing the throttle. The spin continued through

4 to 5 turns, having started at some 500 to 600 feet agl, before the aircraft impacted some trees in a wood. The aircraft came to rest in an inverted position on the ground.

After switching off the ignition, the pilot evacuated the aircraft by releasing his safety straps, pushing out the side of the wooden fuselage and escaping with some difficulty. His injuries were minor, the most severe being a minor scalp wound. He returned to the aircraft for his radio and first aid kit, bandaged his wound and then broadcast a MAYDAY. This MAYDAY was received by a microlight aircraft overhead. Other people who offered their assistance were the police, the ambulance service and a number of golfers who had witnessed the accident.

The pilot, who was also the re-builder of the aircraft, was later able to examine the wreckage. He determined that there had been no disconnection of the flying controls or other defect prior to the accident.

The pilot considers that the blustery weather conditions contributed significantly to the accident and that the stall (and consequent spin) resulted from turning downwind, in a climbing turn, with insufficient airspeed. This loss of airspeed, he comments, was partly due to him becoming too distracted by other traffic and not concentrating on maintaining sufficient airspeed in the climb. This aeroplane type is placarded against intentional spinning but normally demonstrates a benign stall; the pilot states that the spin entry surprised him and highlights the importance of stall-spin awareness training.

The pilot also considers himself fortunate to have received only a minor injury when the aircraft came to rest inverted. This was partly due to the trees, taking the brunt of the impact, and partly due to the high headrest and turtledeck just aft of his open cockpit.