ACCIDENT

Aircraft Type and Registration:	SMG-92 Turbo Finist, HA-YDF
No & Type of Engines:	1 Walter M601D-2 turboprop engine
Year of Manufacture:	2000
Date & Time (UTC):	18 February 2007 at 1000 hrs
Location:	Hibaldstow Airfield, Lincolnshire
Type of Flight:	Aerial work
Persons on Board:	Crew - 1 Passengers - 7
Injuries:	Crew - None Passengers - None
Nature of Damage:	Distortion of tail drag strut and empennage
Commander's Licence:	Commercial Pilot's Licence
Commander's Age:	26 years
Commander's Flying Experience:	1,188 hours (of which 250 were on type) Last 90 days - 110 hours Last 28 days - 32 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot and AAIB enquiries

Synopsis

Whilst aborting a takeoff, the pilot lost directional control during the ground roll, which resulted in the aircraft ground looping.

Description of aircraft

The SMG-92 Turbo Finist is an all-metal high winged, tail-wheeled aircraft that can accommodate up to 10 parachutists. The aircraft was designed in Russia, built in Czechoslovakia and registered in Hungary.

History of the flight

The routine parachuting flight was the pilot's first flight of the day and he reported that the wind was light and variable. Shortly after he increased engine power and the aircraft began to accelerate down the runway, he became aware of some vibration and a noise which sounded as if the co-pilot's door was not fully closed. The pilot, therefore, decided to abort the takeoff. He retarded the throttle, moved the propeller into the beta range and commenced braking. Immediately the aircraft started to loose directional control, veered to the right of the runway and ground looped before coming to rest on the right side of the runway with the tail wheel in an adjacent field. The pilot and parachutists were all unhurt; however the tail wheel drag strut had bent to the left and there was some distortion to the rear of the fuselage and empennage.

The pilot believes that he lost directional control as a result of reducing the power, which changed the torque reaction, and also by moving the propeller into the beta range too rapidly which he believes reduced the airflow over the rudder.