

No: 5/90

Ref: EW/G90/03/03

Category: 1c

Aircraft Type and Registration: (1) Clutton-Tabenor FRED Series 2 homebuilt aircraft, G-BMAX
(2) Cessna F152, G-BHHI

No & Type of Engines: (1) 1 Volkswagen 1834cc piston engine
(2) 1 Lycoming O-235-L2C piston engine

Year of Manufacture: (1) Completed in 1989
(2) 1980

Date and Time (UTC): 7 March 1990 at 1715 hrs

Location: Andrewsfield aerodrome, Stebbing, Essex

Type of Flight: (1) Private (Test)
(2) N/A - aircraft parked, unoccupied

Persons on Board: (1) Crew - 1 Passengers - None
(2) N/A

Injuries: (1) Crew - None Passengers - N/A
(2) N/A

Nature of Damage: (1) Substantial damage to forward fuselage and main landing gear, propeller destroyed and minor damage to right wing tip
(2) Substantial damage to left wing

Commander's Licence: (1) Private Pilot's Licence

Commander's Age: (1) 44 years

Commander's Total Flying Experience: (1) 150 hours (of which none were on type)

Information Source: Aircraft Accident Report Form submitted by pilot and telephone inquiries by AAIB

The owner/pilot has reported that having spent the best part of ten years in completing the construction of his homebuilt aircraft, he was eager to make his first solo flight. Prior to this intended flight, the aircraft had been inspected by a licenced engineer and a 'Certificate of Fitness for Flight', valid until 1 April 1990, had been issued. Two test flights by an approved test pilot had been flown, comprising a total of one hour's airborne time, after which he had reported no problems or unserviceabilities.

On the day of the proposed flight the pilot taxied out and lined up on runway 27 at Andrewsfield aerodrome, but reports that he then felt apprehensive about the strength of the wind, which was 260/15 knots, and therefore decided instead to carry out taxiing runs only. He states that he commenced the taxi run with the control column held fully back because he was concerned that, as it was a tail wheel

aircraft, he was anxious to prevent it nosing over. His report further states that as speed increased the aircraft became unexpectedly airborne and climbed to a height of approximately 50 feet above ground level. As it did so, the left wing lifted and it then began to drift to the right towards an area containing parked aircraft. Thereafter the pilot was unable to maintain level flight and the aircraft descended until it collided with the left wing of the parked Cessna F-152, G-BHHI. There was no fire, and the pilot was able to vacate the aircraft without injury. He had been secured by full upper restraint harness and had also been wearing a protective helmet.

In his Aircraft Accident Report the pilot attributes the cause of the accident to his impatience to get airborne in an aircraft that had taken him ten years to complete its construction, his lack of experience in flying aircraft with tail wheels, and gusty surface wind conditions. He has reported his intention to receive dual instruction in flying tail wheel aircraft before flying his own aircraft again.