

ACCIDENT

Aircraft Type and Registration:	Easy Raider J2.2(2), G-OEZI	
No & Type of Engines:	1 Jabiru Aircraft Pty 2200A piston engine	
Year of Manufacture:	2003	
Date & Time (UTC):	20 October 2007 at 1030 hrs	
Location:	Staindrop Airstrip, Co Durham	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Aircraft extensively damaged	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	42 years	
Commander's Flying Experience:	842 hours (of which 30 were on type) Last 90 days - 32 hours Last 28 days - 8 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft was intending to fly a 'touch-and-go', at a grass airstrip. During the ground roll, the pilot experienced a tendency for the aircraft to yaw to the left, which he overcame with right rudder. The aircraft got airborne at a lower speed than normal; it subsequently stalled and struck the ground. The aircraft was extensively damaged, but the pilot and his passenger escaped without injuries.

History of the flight

The aircraft was flying an approach with the intention of performing a 'touch-and-go' at Staindrop Airstrip, Co Durham. The takeoff weight was 426 kg against its maximum of 450 kg, and the weather conditions were good and the surface wind was calm. The aircraft

touched down approximately 50 m along the 300 m long runway and the pilot applied full power for takeoff. Whilst the aircraft was on the ground the pilot recalls that the aircraft tended to yaw to the left, which required a significant application of right rudder to correct; at the time he considered that this was probably caused by an unexpected crosswind. The aircraft continued to accelerate along the runway, towards a fence at the far end. The pilot pulled back on the stick to clear the fence, and the aircraft became airborne, but at an airspeed less than the normal climb speed. The aircraft climbed to about 40 ft above the runway when the right wing stalled. The aircraft struck the ground to the right of runway, and went through two fences before coming to rest. The pilot shut the aircraft down, and he and

his passenger, who were both uninjured, vacated the aircraft normally.

The pilot examined the tyre marks left on the grass strip by his aircraft. He noted that they were 175 m long, and ceased approximately 75 m before the end of the runway; presumably indicating the point at which the aircraft became airborne. The marks left by the right wheel appeared normal but there were fret lines in the runway surface where the left hub/tyre had ground along the runway. He considered that these marks were conducive with the left tyre having been flat. The tyre

had been correctly inflated when he had performed his walk around, and he had noticed nothing unusual during his initial takeoff. In his opinion the tyre had deflated during the flight, and the flat tyre accounted for the yaw to the left that he had experienced. This, together with the additional drag from his application of right rudder, would have prevented the aircraft from accelerating normally along the runway, and his concern at seeing the end of the runway approaching, whilst he was still on the ground, provoked him into getting airborne before he had accelerated to his normal takeoff speed.