

**Aircraft Type and Registration:** Robin DR400/180 Regent, G-BSDG

**No & Type of Engines:** 1 Lycoming O-360-A3A piston engine

**Year of Manufacture:** 1990

**Date & Time (UTC):** 21 August 1993 at 0850 hrs

**Location:** Bodmin Airfield, Cornwall

**Type of Flight:** Private

**Persons on Board:** Crew - 1                      Passengers - 3

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

**Nature of Damage:** Damaged beyond economic repair

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

**Commander's Age:** 55 years

**Commander's Flying Experience:** 560 hours (of which 406 were on type)  
Last 90 days - 1 hour  
Last 28 days - 1 hour

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

Bodmin Airfield had two runways, 03/21 and 14/32; the take-off run available on 03 and 32 was 480 metres, on 14 it was 598 metres and on 32 it was 610 metres. Both runways had a surface of short grass which was moist with morning dew; the surface wind was 030°/5 kt. Both runways were available and the pilot decided to use Runway 03.

The pilot applied full power and released the brakes; during the take-off run he applied back pressure to the control column to "keep the nose wheel light". The aircraft adopted a high nose-up attitude such that, at one point, the tail scraped the ground. When the pilot realised that the aircraft was not going to take off he closed the throttle; it then became apparent that the decision to discontinue the take off had been made at too late a stage and that the aircraft would run into the perimeter hedge. In order to clear the hedge the pilot reapplied full power. The manoeuvre proved successful and, once over the hedge he closed the throttle and selected the master switch to 'OFF'. The aircraft landed on downward sloping ground and subsequently came to rest against a 10 foot high 'deer fence'. The occupants, who were wearing lap and diagonal upper torso restraint, escaped without injury.

The pilot considered that the accident was caused by the technique he used, combined with a late decision to discontinue the take off.