

ACCIDENT

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| Aircraft Type and Registration: | Flight Design CT2K, G-CCNP | |
| No & Type of Engines: | 1 Rotax 912ULS piston engine | |
| Year of Manufacture: | 2004 | |
| Date & Time (UTC): | 23 May 2008 at 1415 hrs | |
| Location: | Bagber Farm, Dorchester, Dorset | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - None |
| Injuries: | Crew - None | Passengers - N/A |
| Nature of Damage: | Spinner and propeller, engine and nosewheel assembly, compression damage at base of right wing, rudder damage, abrasive damage to windscreen | |
| Commander's Licence: | National Private Pilot's Licence | |
| Commander's Age: | 69 years | |
| Commander's Flying Experience: | 577 hours (of which 164 were on type) Last 90 days - 30 hours Last 28 days - 22 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

Synopsis

The pilot applied power for take off and the aircraft began to veer to the left. It ran off the side of the runway into a wheat field, the nose gear collapsed and the propeller hit the ground. The aircraft tipped forward and came to rest upside down lying on the cockpit roof and upper surface of the wing.

History of the flight

The pilot planned to fly one circuit from a grass airstrip 500 m long and 18 m wide. The weather was CAVOK and he assessed there was a crosswind from the right of 6 to 8 kt. He applied full throttle and very soon afterwards the aircraft veered to the left. He did not close the throttle

and reported that he probably applied left rudder. The aircraft continued to veer left and ran off the side of the runway into a wheat field. The nosewheel collapsed, the propeller hit the ground and the aircraft tipped forward coming to rest upside down lying on the cockpit roof and upper surface of the wing. The pilot undid his harness and exited the aircraft through the left hand door. About a minute later he returned to the aircraft and turned off the fuel supply and electrical master switch.

Human factors

The pilot had 164 hours pilot in command on three-axis microlight aircraft and over 300 hours on flex-wing

microlight aircraft. When power is applied to the CT2K for takeoff, there is a tendency for the aircraft to yaw left and this tendency should be controlled through the use of right rudder. In flexwing aircraft, a yaw to the left on the ground would be controlled by pushing forward with the left foot to steer right.

The pilot gave a frank and open account of the accident. He recalled that events happened very quickly and he did not think to close the throttle and probably applied left rudder. Although he thought regularly about his actions in case of abnormal events during flight, he did not consider fully enough his actions to reject a takeoff.

Analysis

The aircraft began to yaw left at the start of the takeoff run and, rather than correcting with right rudder, the pilot probably applied left rudder. This action, appropriate to a type of aircraft with which he was more familiar, would have exacerbated the situation. The pilot had applied power without a firm idea of his actions should he need to reject the takeoff. The throttle remaining open increased the pace of events and allowed the aircraft to veer off the left side of the runway with enough energy to cause it to turn upside down.