

# Denney Kitfox, G-FOXC

## AAIB Bulletin No: 2/98 Ref: EW/G97/11/14 Category: 1.3

<b>Aircraft Type and Registration:</b>	Denney Kitfox, G-FOXC
<b>No &amp; Type of Engines:</b>	1 Rotax 582 piston engine
<b>Year of Manufacture:</b>	1991
<b>Date &amp; Time (UTC):</b>	30 November 1997 at 1215 hrs
<b>Location:</b>	Drumaind Farm, Bunnybank, Scotland
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 1 - Passengers - None
<b>Injuries:</b>	Crew - None - Passengers - N/A
<b>Nature of Damage:</b>	Wing ribs and propeller damaged
<b>Commander's Licence:</b>	Private Pilot's Licence
<b>Commander's Age:</b>	37 years
<b>Commander's Flying Experience:</b>	303 hours (of which 28 were on this type) Last 90 days - 13 hours Last 28 days - 2 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

The aircraft had lined up for take off on Runway 27 which had a wet, grass surface. The surface wind was 360\_/12 kt. The pilot selected full power with slight into wind aileron applied. When he moved the stick forward to raise the tailwheel, the nose of the aircraft swung to the left, possibly as the result of an excessive rudder input. The pilot elected to abort the take off and closed the throttle which caused the nose to swing further to the left. As the aircraft crossed the left-hand edge of the runway at slow speed, with the stick now held fully aft, the prevailing wind lifted the tail and the aircraft came to rest inverted. The pilot selected the fuel and ignition 'OFF' and vacated the aircraft uninjured.

The pilot believes that, whilst the crosswind component was below the aircraft limit of 15 kt, he may have been wiser to have made an allowance for his relative inexperience in operating this aircraft in such conditions.