

Denney Kitfox Mk 2, G-LEED, 16 September 2002

AAIB Bulletin No: 11/2002	Ref: EW/G2002/09/14	Category: 1.3
Aircraft Type and Registration:	Denney Kitfox Mk 2, G-LEED	
No & Type of Engines:	1 Rotax 582 piston engine	
Year of Manufacture:	1992	
Date & Time (UTC):	16 September 2002 at 1200 hrs	
Location:	Compton Abbas Airfield, Wiltshire	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Substantial	
Commander's Licence:	Commercial Pilots Licence with Instructor Rating	
Commander's Age:	49 years	
Commander's Flying Experience:	2,720 hours (of which 3 were on type)	
	Last 90 days - 127 hours	
	Last 28 days - 29 hours	
Information Source:	Aircraft Accident Report Form and further enquiries by the AAIB	

The aircraft was being flown by an instructor and student as part of a training course for the issue of a Private Pilot's Licence. The student, who was also the owner of the aircraft, had completed 18 hours of dual instruction with three different instructors during the preceding six months. He had flown one previous training detail with this instructor.

The flight content was briefed beforehand to be practice in fast taxi runs, takeoffs and landings. The surface wind was from 060° at 10 kt and grass Runway 08 was in use. The first exercise carried out was a high speed taxi run along the runway, with the student handling the aircraft. This was successfully completed and was to be followed by another such run, which would then continue as a take off, again with the student handling the aircraft.

The student applied take off power and as the speed increased he noticed the nose of the aircraft veer to the left. He applied right rudder pedal to correct this, but then the nose swung sharply to the right and the aircraft veered off the runway. It travelled across a grass area for some 80 metres, collided with a parked aircraft, went through a fence and came to rest in a nose down attitude against a parked car. Both occupants were wearing four point shoulder harnesses and were able to release themselves from the aircraft uninjured.

The pilots were both wearing headsets and using the interphone system. The aircraft is fitted with toe brakes on the left side only. The student considered that he either overcorrected for the initial swing, or could possibly have applied the right brake inadvertently at the same time as the right rudder pedal, causing the loss of directional control. He was not aware of the instructor making any attempt to take over control during the accident.

The instructor reported that, as soon as the aircraft departed the runway centreline, he attempted to take over control but was unable to override the student's inputs on rudder and throttle. Finding that he could not regain control when they were heading towards a parked aircraft, he pulled the control column rearwards in an attempt to cushion the impact. He commented that the absence of brakes on the right hand side could also have been a factor in his inability to prevent the accident.