

AAIB Bulletin No: 5/95

Ref: EW/G95/02/06

Category: 1.3

Aircraft Type and Registration: Reims Cessna F172M Skyhawk, G-YTWO

No & Type of Engines: 1 Lycoming O-320-E2D piston engine

Year of Manufacture: 1976

Date & Time (UTC): 18 February 1995 at 1140 hrs

Location: Sherburn-in-Elmet Airfield, Leeds

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Substantial to both main planes, underside of fuselage, tail fin, rudder and propeller with shock loading to engine

Commander's Licence: Private Pilot's Licence

Commander's Age: 44 years

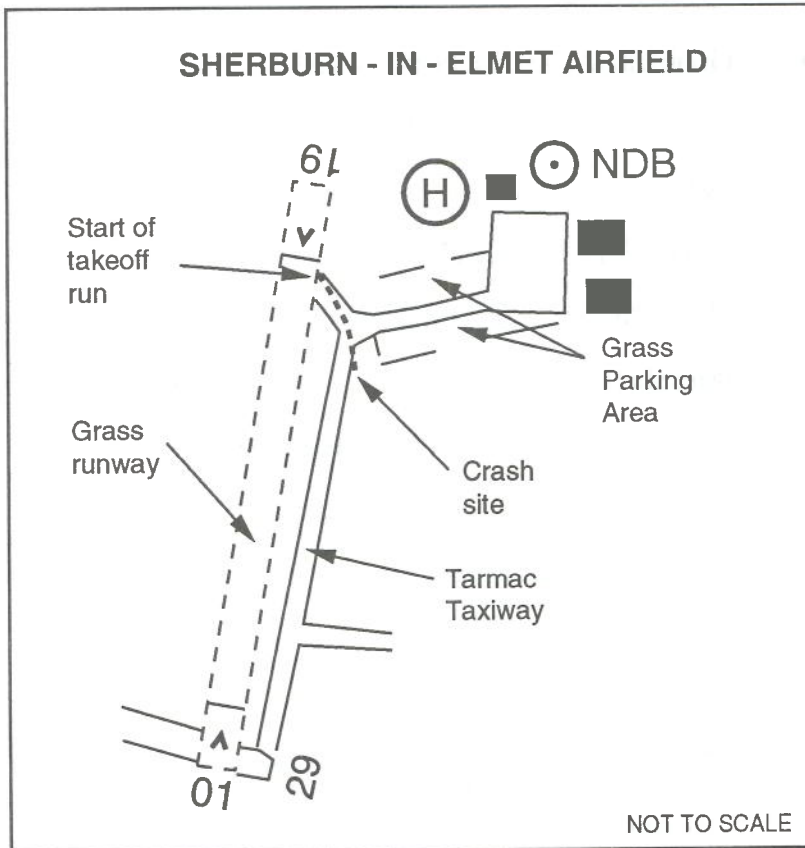
Commander's Flying Experience: 86 hours (of which 13 were on type)
Last 90 days - 2 hours
Last 28 days - 1 hour

Information Source: Aircraft Accident Report Form submitted by the pilot and telephone enquiries by the AAIB

The pilot was preparing to depart from Sherburn-in-Elmet Airfield for a pleasure flight via Goole and Selby. The airfield has two grass runways designated 01/19 and 11/29 which are 553 metres and 616 metres in length respectively. The weather was fine with good visibility, broken cloud and a surface wind of 240°/10 kt.

On the day of the accident both runways were waterlogged so the tarmac taxiway, that runs parallel to Runway 19 for most of its length, was being used for takeoff. Having completed his pre-takeoff checks, the pilot, following local practice, lined up for what he reported as an 'angled takeoff' using as the first part of his take-off run the initial part of the taxiway that is offset by some 20° to 30° from the main portion. The initial ground roll was satisfactory but, as he initiated the gradual turn 'round the dog leg', the aircraft began to drift to the left. As application of right rudder and aileron failed to overcome the deviation the pilot decided to abort the takeoff, reduce the power and apply the brakes with further right rudder. The aircraft drifted onto the wet grass, collided with a marker board, entered

an area of ploughed field and pitched inverted. The pilot transmitted an emergency call, shut off the fuel and vacated the aircraft as the emergency vehicle arrived.



A witness to the accident stated that it is common practice for pilots using the tarmac taxiway to start their take-off run offset from the main portion of the taxiway. The normal practice is to negotiate the turn at an approximate speed of 10 kt applying full power only when straight. Initial power on the accident aircraft, however, had been substantial and it is estimated that it had achieved a speed of approximately 50 kt by the turning point.