

ACCIDENT

Aircraft Type and Registration:	Pierre Robin DR400/180 Regent, G-JMTS	
No & Type of Engines:	1 Lycoming O-360-A3A piston engine	
Year of Manufacture:	1991 (Serial no: 2045)	
Date & Time (UTC):	19 January 2014 at 1230 hrs	
Location:	Stow Maries Aerodrome, Essex	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 2
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Engine detached, damage to right wing and nose landing gear	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	60 years	
Commander's Flying Experience:	16,400 hours (of which 60 were on type) Last 90 days - 48 hours Last 28 days - 11 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft was taking off from grass Runway 20 when it suffered an uncommanded wing drop just after lift off. Whilst the pilot attempted to correct this, the aircraft touched down again and rolled off the end of the runway into a ploughed field, where it was severely damaged. The pilot believes a number of performance factors acted together to cause the accident.

History of the flight

The aircraft was taking off from Runway 20 at Stow Maries Aerodrome, which is grass and has a declared length of 650 m. The wind was estimated to be from 250° at 5 to 7 kt and the surface condition was described as "wet". The aircraft was about 113 kg below its maximum takeoff weight.

The initial acceleration was described by the pilot as "slow", but he stated that he had expected this, and the aircraft became airborne after about 450 m (measured subsequently from ground marks). However, as it passed a line of trees at the end of the runway, the aircraft experienced a severe uncommanded roll to the left which the pilot attempted to correct. This caused a roll to the right and "lift was lost and the aircraft touched the ground", running across the overshoot and into a recently ploughed field. The nosewheel collapsed and the right wing contacted the ground, causing a violent yaw in that direction before the

aircraft came to a rapid halt with the engine detached from the fuselage. The occupants were uninjured and evacuated the aircraft normally.

The pilot believes that a combination of the following factors probably played a part in the accident:

- The aircraft was “heavy” but within limits
- It was fitted with spats and a coarse pitch propeller
- The runway length was sufficient, but an airfield brief had not been obtained in person by the commander
- The airfield was wet and the effect of possible wind curl-over from the trees had not been anticipated