



set 1,800 RPM with the control column held back and placed into wind. Whilst adjusting the throttle to obtain exactly 1,800 RPM, which took a few moments, he felt the tail wheel lift smoothly off the ground and continue rising. He stopped the engine in an effort to prevent the propeller striking the ground but it contacted the taxiway and was destroyed, the aircraft coming to rest on the engine cowling in a steep nose-down attitude. The pilot completed the shut down checks and vacated the aircraft through the left door. The aerodrome Rescue and Fire Fighting Service attended within two minutes and the aircraft was lowered back onto its tail wheel to stop fuel leaking.

The pilot concluded that due to the variable surface wind and possibly the local effect of a warehouse to the north-west of the aircraft, a tail wind of sufficient strength was generated to lift the aircraft's tail. The veering wind had been induced to flow under the tailplane by the elevator which was in the up position. He also commented that in the steep nose down attitude, with the four-point restraint harness not at that stage fully tightened, escape from the aircraft was difficult. Also his headset lead tangled with the harness and a flight bag moved from the luggage area behind the seats and fell into the area by the rudder pedals hindering movement.