

Fuji FA-200-160, G-BEUK

AAIB Bulletin No: 3/99 Ref: EW/G99/01/08 Category: 1.3

Aircraft Type and Registration: Fuji FA-200-160, G-BEUK

No & Type of Engines: 1 Lycoming O-320-D2A piston engine

Year of Manufacture: 1977

Date & Time (UTC): 8 January 1999 at 1258 hrs

Location: The Airstrip, Glebe Farm, Wiltshire

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - 1

Injuries: Crew - Minor - Passengers - Minor

Nature of Damage: Substantial

Commander's Licence: Private Pilot's Licence

Commander's Age: 56 years

Commander's Flying Experience: 121 hours (of which 39 were on type)
Last 90 days - 2 hours
Last 28 days - 1 hour

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot had flown his aircraft into a grass strip where it was due to undergo routine maintenance. The strip was 1,830 feet long with a marked downslope in the 04 direction. Because of this slope, all landings were performed in the 22 direction and all take offs in the 04 direction. During the time that the aircraft was undergoing its maintenance, the airfield was affected by rain showers and the runway surface became wet and soft.

The pilot was familiar with the strip and had previously operated the aircraft there in similar conditions of weather and aircraft loading without incident. On completion of the routine maintenance, the aircraft was fully serviceable and the pilot lined up on Runway 04 with an estimated surface wind of 250°/05 to 06 kt. The aircraft was configured normally for a grass strip

take off and engine power was confirmed to be satisfactory. Initially, the aircraft accelerated as expected, but on reaching 40 to 45 kt, the speed stabilised for a period before increasing to 50 kt. As the pilot had by now passed his pre-planned stop point, he gently raised the nose of the aircraft and lifted-off at 55 kt, some 5 kt below the normal rotation speed. Shortly after lift-off, the landing gear struck a wire fence on the airfield boundary and the aircraft landed in the adjacent field where the nosewheel dug into the soft ground causing the aircraft to tip onto its back. Both occupants were wearing a full harness and although neither occupant was seriously injured, they were unable to evacuate the aircraft because the canopy was partially crushed. They had to await the arrival of the person who had carried out the maintenance on the aircraft who had observed the crash.

The pilot considered that the cause of the accident was an undetected increase in the tailwind component during take off due to a squall that had affected the airfield during his take-off roll.