

## Sipa 903, G-ASXC

<b>AAIB Bulletin No: 7/2004</b>	<b>Ref: EW/G2004/04/12</b>	<b>Category: 1.3</b>
<b>Aircraft Type and Registration:</b>	Sipa 903, G-ASXC	
<b>No &amp; Type of Engines:</b>	1 Continental C90-12F piston engine	
<b>Year of Manufacture:</b>	1951	
<b>Date &amp; Time (UTC):</b>	17 April 2004 at 1100 hrs	
<b>Location:</b>	Oxenhope Airstrip, West Yorkshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Extensive to propeller, engine cowlings, canopy, fin and engine shock loaded	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	56 years	
<b>Commander's Flying Experience:</b>	264 hours (of which 10 were on type)	
	Last 90 days - 4 hours	
	Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot was attempting a takeoff from the grass Runway 29 at Oxenhope Airstrip. The surface wind, indicated by the windsock, was from 220° at about 10 kt. For the takeoff he applied full power, initially holding the aircraft stationary on the brakes, before commencing the roll. As the aircraft accelerated it turned rapidly into wind, pitched forward and overturned. The pilot and his passenger were able to crawl out from under the shattered canopy.

The aircraft is a small, low wing, tailwheel type with side by side seating. The pilot commented that on the take-off roll he had allowed the tail to come up too quickly, such that he did not have sufficient rudder authority to maintain directional control. He also reported that the canopy frame offered little protection and the shoulder straps, which were worn by both occupants, had prevented them from suffering serious injury.