

Aircraft type and registration: DHC-1 Chipmunk 22 G-BCZH

No & Type of engines: 1 De Havilland Gipsy Major 10 Mk 2 piston engine

Year of Manufacture: 1951

Date and time (UTC): 6 September 1987 at 1615 hrs

Location: Pentney, Norfolk

Type of flight: Private (pleasure)

Persons on board: Crew — 1 Passengers — 1

Injuries: Crew — Minor Passengers — Minor

Nature of damage: Aircraft damaged beyond economic repair

Commander's Licence: Private Pilot's Licence

Commander's Age: 48 years

Commander's Total Flying Experience: 240 hours (of which 120 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot.

The pilot was attempting to take off from a field of short corn stubble, which was wet from recent heavy rain. The ground sloped slightly uphill in the direction of take-off, and the distance from start of roll to the boundary hedge was estimated, by the pilot to be 600 yards. The wind was reported as calm. There were two people on board and the aircraft weight was reported to be 1886 pounds.

When half-way across the field, the pilot realised that he was not going to achieve a successful take-off. He considered that, because the ground was slippery, he would not be able to stop before hitting the boundary hedge, so decided to continue. Shortly after the aircraft had become airborne, the left wing tip struck the hedge causing the aircraft to cartwheel to the left. The engine and various parts of the airframe became detached from the fuselage before it came to rest upside down.

There was no fire and both occupants, who were wearing full four point harness, received only minor injuries. The rear seat passenger escaped almost immediately though the broken rear canopy. Although the pilot's limbs were not trapped, he was unable to leave the aircraft due to the distortion of the forward canopy frame. He was released some 20 minutes later by the local Fire Service.

Attention is drawn to the Civil Aviation Authority Aeronautical Information Circular 52/1985 — TAKE-OFF CLIMB AND LANDING PERFORMANCE OF LIGHT AEROPLANES.