

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	PZL-104 Wilga 80, G-WLGA	
<b>No &amp; type of Engines:</b>	1 PZL Kalisz AI-14RA piston engine	
<b>Year of Manufacture:</b>	1990	
<b>Date &amp; Time (UTC):</b>	29 October 2006 at 0930 hrs	
<b>Location:</b>	Lingcroft Farm, Ullock, Workington	
<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>	Damage to propeller, engine cowl, bulkhead/cockpit frame, left main landing gear, windshield and front fuselage	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	52 years	
<b>Commander's Flying Experience:</b>	151 hours (of which 13 were on type) Last 90 days - 22 hours Last 28 days - 12 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

During takeoff the left front wheel 'dug in' to a soft area of the grass runway. The aircraft departed the runway and came to rest, inverted, in a stream that ran parallel to the runway. The pilot attributed the accident to inadequacies in the runoff areas of the runway and to the fact that he did not carry out a sufficient examination of the runway condition prior to the flight.

**History of the flight**

The intention of the flight was to fly from the farm strip at Lingcroft Farm, Ullock to Carlisle. The aircraft checks, engine start and taxi across the field to the start of the grass Runway 05 were without incident. During

the takeoff the acceleration appeared normal. However, on reaching the speed necessary for rotation, the left front wheel 'dug in' to a soft and wet area of the runway. As the wheel 'dug in' the aircraft decelerated rapidly and veered to the left. The pilot's attempts to regain the runway centre line were not successful and the aircraft departed the runway, briefly became airborne over an area of low ground, after which it struck the ground. The pilot was unable to stop the aircraft before it entered a stream that ran parallel with the runway. The aircraft's front wheels then struck the far bank of the stream, causing the aircraft to pitch forward and come to rest inverted. The pilot and passenger, who were wearing lap

strap and diagonal harnesses, were unhurt and were able to exit the aircraft using the entry doors.

The pilot had used the farm strip the week before, from the opposite direction. This was just after a period of heavy and prolonged rain, and it appeared that the drainage system had worked as there had been no problems with the takeoff or landing.

The runway surface on the day of the accident appeared to be similar to that of the week before, although the

pilot did notice several wet patches in the surrounding fields. The weather on the day was dry with a light and variable wind and good visibility. However, there had been periods of heavy rain on the previous few days.

In a full and frank statement, the pilot, who also owns the farm strip, attributed the accident to inadequacies in the design of the farm strip, especially the runoff areas. He also explained that he did not carry out a sufficient examination of his strip before the flight, relying on his experience of the runway condition the week before.