

**No: 8/91**                      **Ref: EW/G91/06/25**                      **Category: 1c**

**Aircraft Type and Registration:**    Denney Kitfox, G-BSFY

**No & Type of Engines:**                      1 Bombardier Rotax 582 piston engine

**Year of Manufacture:**                      1991

**Date & Time (UTC):**                      28 June 1991 at 1746 hrs

**Location:**                      Blackpool Airport, Lancashire

**Type of Flight:**                      Private

**Persons on Board:**                      Crew - 2                      Passengers - None

**Injuries:**                      Crew - None                      Passengers - N/A

**Nature of Damage:**                      Shattered propeller, right wing, right main gear, engine mount and cockpit roof tubing

**Commander's Licence:**                      Private Pilot's Licence with IMC rating

**Commander's Age:**                      35 years

**Commander's Flying Experience:** 141 hours (of which 2 were on type)

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

The pilot and his 'passenger' booked out by telephone for a session of circuits at Blackpool airport. They were told that runway 31 was in use and that the wind was 310°/15 kt. (Runway 31 has a bitumen surface of 1074 metres by 46 metres). No difficulty was encountered whilst taxiing some 500 metres at right angles to the wind or during power checks by the threshold. On commencing the take-off run, the pilot applied power and the tail rose shortly afterwards. He had no difficulty in keeping straight but after travelling about 50 feet the aircraft suddenly became airborne, possibly due to a gust of wind. On breaking ground the right wing lifted and the aircraft turned left; the pilot applied corrective rudder and aileron control inputs but he reports that the aircraft lacked sufficient flying speed for these inputs to have the desired effect. The right main gear struck the ground first followed by the right wing. The aircraft then nosed over and came to rest upside down beside the runway approximately 100 feet beyond the brakes-off position. The occupants, who were wearing full harnesses and crash helmets, were unhurt despite damage to their helmets. They turned off the fuel, ignition and electrics and vacated the aircraft within 10 seconds through the normal access doors.

The pilot has since stated that he had successfully performed five previous take-offs and he was probably more concerned with the forthcoming landing. He did not expect any problems on take-off

and the accident happened so quickly that he was unable to cope. He felt that a much more experienced pilot could have landed the aircraft on the grass adjacent to the runway. His 'passenger' was a PPL holder with over 400 hours on tailwheel types.

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Commander's Age:	35 years
Commander's Licence:	Private Pilot's Licence with IMC rating
Nature of Damage:	Shattered propeller, right wing, right main gear, engine mount and cockpit roof tubing
Injuries:	Crew - None Passengers - N/A
Persons on Board:	Crew - 2 Passengers - None
Type of Flight:	Private
Location:	Blackpool Airport, Lancashire
Date & Time (UTC):	28 June 1991 at 1740 hrs
Type of Manufacturer:	1991
No & Type of Engines:	1 Bombardier Rotax 583 piston engine
Aircraft Type and Registration:	

The pilot and his 'passenger' booked out by telephone for a session of circuits at Blackpool airport. They were told that runway 31 was in use and that the wind was 310°/15 kt. (Runway 31 has a dimension of 1074 metres by 46 metres). No difficulty was encountered whilst taxiing some 200 metres at right angles to the wind or during power checks by the threshold. On commencing the take-off run the pilot applied power and the tail rose shortly afterwards. He had no difficulty in keeping straight but after travelling about 20 feet the aircraft suddenly became airborne, possibly due to a gust of wind. On becoming airborne the right wing lifted and the aircraft turned left; the pilot applied collective, rudder and aileron control inputs but he reports that the aircraft lacked sufficient flying speed for those inputs to have the desired effect. The right main gear struck the ground first followed by the right wing. The aircraft then nosed over and came to rest upside down beside the runway approximately 100 feet beyond the brakes-off position. The occupants, who were wearing full harness and crash helmets, were unhurt despite damage to their helmets. They turned off the fuel, engine and electrical and vacated the aircraft within 10 seconds through the normal access doors.

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