

Taylor Monoplane, G-BDKU, 16 August 2002

AAIB Bulletin No: 11/2002	Ref: EW/G2002/08/15	Category: 1.3
Aircraft Type and Registration:	Taylor Monoplane, G-BDKU	
No & Type of Engines:	1 Volkswagen 1500 (Peacock) piston engine	
Year of Manufacture:	1982	
Date & Time (UTC):	16 August 2002 at 1655 hrs	
Location:	Bodmin Airfield, Cornwall	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew 1 (Minor)	Passengers - N/A
Nature of Damage:	Minor damage to fin, wing tip and cockpit	
Commander's Licence:	Private Pilots Licence	
Commander's Age:	47 years	
Commander's Flying Experience:	378 hours (of which 0.2 was on type)	
	Last 90 days - 25 hours	
	Last 28 days - 10 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Following a series of fast taxi runs along grass Runway 14 at Bodmin airfield, the pilot took off on his first flight in the Taylor Monoplane. He intended to carry out a right hand circuit and full stop landing on Runway 14. The weather was good with a light and variable wind, visibility of 30 km and clear skies. The pilot had flown approximately 150 hours in tail wheel aircraft and felt comfortable in the Taylor Monoplane, which was also a tail wheel design.

The circuit was flown at about 800 feet above the airfield elevation and the aircraft was established on final approach at 60 kt. The aircraft touched down in the correct attitude on the intended touch down point and was allowed to slow down with adequate runway remaining to use only light braking in order to come to a stop. Approximately 50 to 75 metres after the touch down, the aircraft nosed over onto its back and stopped inverted.

The pilot managed partially to release his four-point harness and get his head and shoulders clear of the cockpit before his left shoulder harness, which had probably not released, prevented him from moving further. He could see fuel escaping from the filler cap float gauge in front of the cockpit but as he noticed this, the airfield Rescue and Fire Fighting Service attended the scene and raised the tail of the aircraft sufficiently to cut the shoulder harness and release him. Whilst he could not recall what had caused the aircraft to tip over, he thought it was possible that he might have inadvertently operated the heel brakes during the landing run on the down-slope runway.