

ACCIDENT

Aircraft Type and Registration:	CAP 232, G-GODV	
No & Type of Engines:	1 Lycoming AEIO-540-L1B5 piston engine	
Year of Manufacture:	2001 (Serial no: 32)	
Date & Time (UTC):	29 July 2016 at 1300 hrs	
Location:	Lydd Airport, Kent	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Canopy and landing gear damaged	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	32 years	
Commander's Flying Experience:	524 hours (of which 53 were on type) Last 90 days - 11 hours Last 28 days - 5 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot was intending to fly to Germany before continuing to Poland, where she was due to participate in an aerobatics championship. Almost immediately after getting airborne she realised that the canopy was locked in an intermediate, partially open position that she often used to enhance cockpit ventilation whilst taxiing.

The pilot recalled reaching up to the canopy handle with the intention of holding it closed but in doing so, the canopy opened. The aircraft descended and bounced heavily on the runway before becoming airborne again.

The pilot's headset, sunglasses and contact lenses were dislodged by the airflow but she was able to retrieve her spare glasses, which were within reach. She restrained the canopy as much as she could and concentrated on flying the aircraft, completing a circuit and successful landing.

The pilot considered that her omission to ensure that the canopy was closed prior to taking off may have been exacerbated by the impending transit and aerobatics championship. The incident highlights the importance of concentrating on flying the aircraft and, where applicable, having a spare pair of glasses within easy reach.