

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Zenair CH 601UL Zodiac, G-CBUR
<b>No &amp; Type of Engines:</b>	1 Rotax 912-S piston engine
<b>Year of Manufacture:</b>	2002 (Serial no: PFA 162A-13891)
<b>Date &amp; Time (UTC):</b>	22 July 2016 at 1000 hrs
<b>Location:</b>	Headon Microlight Strip, near Gamston, Nottinghamshire
<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>	Damaged beyond economic repair
<b>Commander's Licence:</b>	Private Pilot's Licence
<b>Commander's Age:</b>	59 years
<b>Commander's Flying Experience:</b>	187 hours (of which 59 were on type) Last 90 days - 22 hours Last 28 days - 7 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

Runway 14 was used for takeoff as the pilot believed this offered sufficient downslope to compensate for a possible 3 kt tailwind. The temperature was 26°C and the aircraft was close to maximum weight but the pilot knew the airstrip well and did not calculate the required takeoff run. He anticipated being airborne before reaching a prominent dip in the grass surface, approximately two-thirds of the way along the 600 m strip.



**Figure 1**

Zenair CH 601UL Zodiac, G-CBUR  
(photograph courtesy of Mr Steve Barnes)

The takeoff roll was longer than expected and, although the pilot rotated just before the 'dip', he believed, in retrospect, that he probably rotated at a slightly lower airspeed than normal. At this stage the controls felt "heavy" and, when only a few feet above the ground, the left wing dropped. The pilot was unable to regain control and the aircraft veered into a hedge and span around its left wingtip. Although the aircraft was severely damaged, the canopy opened normally and the two occupants vacated without assistance. They had been wearing lap and diagonal harnesses and were uninjured.

In future, the pilot intends to calculate his aircraft's takeoff performance, with appropriate allowance for the ambient conditions. He believes he was caught out, on this occasion, by the combined effects of a tailwind and the low atmospheric density.