

## ACCIDENT

<b>Aircraft Type and Registration:</b>	EuroFOX 912(S), G-CIRP	
<b>No &amp; Type of Engines:</b>	1 Rotax 912 ULS piston engine	
<b>Year of Manufacture:</b>	2015 (Serial no: LAA 376-15337)	
<b>Date &amp; Time (UTC):</b>	24 October 2018 at 1550 hrs	
<b>Location:</b>	Clench Common Airfield, Marlborough, Wiltshire	
<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>	Minor damage to propeller, fuselage and landing gear	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	41 years	
<b>Commander's Flying Experience:</b>	144 hours (of which 31 were on type) Last 90 days - 21 hours Last 28 days - 5 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

When the pilot applied right pedal during the takeoff roll, the aircraft veered further to the right than anticipated. This resulted in it hitting a fence-post and strand of wire at the side of the runway. The aircraft suffered minor damage to the propeller, fuselage and landing gear. The pilot and passenger were unhurt.

## History of the flight

Earlier in the day the pilot had flown with a friend in G-CIRP from his home airfield to Clench Common. He planned to make a return flight, via the Severn Bridge for some sightseeing. The weather at the time of the flight was reported by the pilot as CAVOK with a light north-north-westerly wind. All daily and pre-flight inspections were normal; the pilot had not encountered any control restrictions or brake sticking during the previous flight or prior to commencing the takeoff roll for the return flight.

At the start of the return flight, the pilot taxied to the threshold of Runway 33; the wind being light and aligned with the runway. After lining up on the runway and opening the throttle the pilot applied right pedal to counteract the initial yawing tendency. As G-CIRP accelerated the pilot pushed the nose forward to level it and applied more pedal as the tail lifted, to further counter the yawing tendency. However, as he applied the pedal, G-CIRP began to veer "sharply" to the right. The pilot was unable to correct the turn despite applying left pedal, which had the effect of reducing the right turn rather than reversing it.

At this point, the pilot noticed that the aircraft was not accelerating sufficiently to attain flying speed. Realising that he would not be able to correct the right turn before the aircraft left the runway, he decided not to attempt to take off to avoid the fence post that was approaching. G-CIRP struck the fence post and stopped as the pilot closed the throttle; it suffered minor damage to its propeller, landing gear and its fuselage on the port side. The pilot and passenger were unhurt.

Following the accident, an inspection of the runway revealed marks showing the track of the right wheel. The pilot believed that he had inadvertently applied pressure with his foot on the vertical bar of the right toe-brake at the same time he had applied further right pedal to counter the torque reaction during the takeoff run, and that he continued to apply the right toe-brake while he applied left pedal to counter the veer right.

### **Aircraft information**

The EuroFOX LSA is a conventional, two-seat, high-wing, tractor monoplane. The aircraft is fabric covered and has an enclosed cockpit with side-by-side seating. The landing gear configuration is either conventional (tail-dragger, known as the '2K' variant) or tricycle with glass FRP main-wheel legs (known as the '3K' variant). Control is by rudder, elevator and manually operated flaperons. The dual rudder pedals provide tailwheel steering with toe-brakes fitted on the P1 side, operating dual hydraulic disc brakes.

G-CIRP was a EuroFOX 912(S) '2K', with tail-wheel steering. The MAUM was 560 kg and it was powered by a ROTAX 912 ULS 100 hp. It was operated and administered under the LAA Permit-to-Fly scheme.

G-CIRP had no modifications to its rudder and brake system, and had received an engine replacement in 2018, following the theft of the previous unit. The 100-hour service had been carried out under its previous ownership, and it had not reached the next 50-hour service interval at the time of the accident.

### **Airfield information**

Clench Common Airfield is an unlicensed private airfield with two grass strips located 2 nm south-south-west of Marlborough, available to the public with prior permission. The pilot reported that the Runway 33 was firm with short grass at the time of the accident.

### **Conclusion**

The aircraft struck a fence post after leaving the runway following the application of right pedal during the takeoff roll. It is likely that the pilot inadvertently applied pressure on the right toe-brake at the same time he applied further right pedal to counter the yawing tendency from the torque reaction during the takeoff roll.