

ACCIDENT

Aircraft Type and Registration:	Skyranger Swift 912S(1), G-CFIA
No & Type of Engines:	1 Rotax 912ULS piston engine
Year of Manufacture:	2008 (Serial no: BMAA/HB/561)
Date & Time (UTC):	2 October 2020 at 0937 hrs
Location:	Baxby Airfield, Husthwaite, North Yorkshire
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - 1 (Serious) Passengers - N/A
Nature of Damage:	Significant airframe damage
Commander's Licence:	National Private Pilot's Licence
Commander's Age:	53 years
Commander's Flying Experience:	316 hours (of which 65 were on type) Last 90 days - 8 hours Last 28 days - 4 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

Synopsis

The aircraft adopted a steep nose-high attitude immediately after lift-off. The pilot closed the throttle and applied forward pitch control in an attempt to land back on the runway, but the aircraft stalled, dropped a wing and struck the ground. The pilot considered it likely that the trim lever had been left in the nose-up setting used for the previous landing.

History of the flight

The pilot had planned an early morning flight from Baxby Airfield to Beverley Airfield. Weather conditions were CAVOK with the wind calm and Runway 05 in use, which is 420 m long with a grass surface. The pilot had ensured that a small amount of luggage was secured within the luggage hammock and there were no loose articles in the cockpit. The engine start-up and taxi to the holding point were normal, with the usual checks completed, and the pilot made a radio check with another aircraft.

The runway was clear and the pilot lined up, applying full power. The aircraft accelerated with the pilot counteracting the minimal yaw to the right. At 40 kt, the pilot rotated the aircraft, which climbed too abruptly and with a very high nose up attitude. He decided to abandon the takeoff, closing the throttle and simultaneously applying forward control stick, but the aircraft stalled and dropped the right wing. It made a descending turn to the right through about 90° and struck the ground in a nose down attitude. The engine stopped on impact and the pilot switched off the fuel and electrical systems. He was injured in the

accident but was able to exit the aircraft and crawl clear before phoning the emergency services, and an air ambulance took him to hospital.

He considered that in his haste to depart, due to a significant workload and jobs he had planned for the rest of the day, he omitted to set the trim lever to neutral for takeoff leaving it in the nose up position from the previous landing. This had the effect of raising the nose significantly on lift off. In his attempt to abandon the takeoff, the aircraft stalled resulting in the accident. He considered that being restrained by his properly adjusted four-point harness prevented more severe injuries.

Comment

The pilot considered it likely that day-to-day distractions meant he did not set the trim correctly for takeoff and that this led to the aircraft adopting a high nose attitude at lift-off. It is possible that closing the throttle with the nose above the horizon caused a more rapid reduction in airspeed than might otherwise have been the case, thereby making a stall more likely.