

Finance and Corporate Services
Information Management

25 July 2011
FOIA reference: F0001178

Dear XXXX

I am writing in respect of your recent application of 27 June 2011, for the release of information held by the Civil Aviation Authority (CAA).

Your request:

- 1. Has the CAA ever informed Redhill Aerodrome that the aircraft taking off on either 26L or 26R or landing on 08R or 08L should only fly straight ahead and not avoid populated areas. (Redhill Aerodrome state that CAA won't let aircraft take off and bear south to fly through Salfords Gap - something which is perfectly achievable).*
- 2. Environmental Impact on school children directly under flight path from light aircraft taking off at distance under 1000m of runway? Including noise and air pollution.*
- 3. Air Navigation Orders relating to Redhill Aerodrome*
- 4. Air Regulations relating to Redhill Aerodrome*
- 5. The number of light aircraft (of the type using Redhill Aerodrome) that have crashed within 1000m of the runway when taking off in the UK.*

Our response:

In assessing your request in line with the provisions of the Freedom of Information Act 2000, we are pleased to be able to provide the information below.

1. The CAA has not told Redhill that their aircraft cannot turn below 500ft.

Further information:

Below is a quotation from MATS 1 (CAP493), specifically Sect 2 Chpt 1 Page 10 Para 12.c, which gives general guidance on when aircraft may be expected to make a turn after take-off.

Civil Aviation Authority

Aviation House GW Gatwick Airport South Crawley West Sussex England RH6 0YR www.caa.co.uk
Telephone 01293 768512 rick.chatfield@caa.co.uk

“A departing aircraft shall not be given instructions which would require it to make a turn before it has reached a height of 500 feet. This need not apply in the case of a light aircraft”.

Having said that, 500ft is the normal accepted level at which even light aircraft would be expected to make a turn after getting airborne and as they turn final. This allows the pilot time to stabilise the aircraft after take-off and before landing especially if those pilots are inexperienced.

2. The CAA does not hold any information specific to light aircraft or within 1000m of a runway or to Redhill but has published *ERCD Report 0907 Environmental Noise and Health - A Review* and *ERCD Report 0908 Aircraft Noise and Children’s Learning* which are published on the CAA website:

<http://www.caa.co.uk/default.aspx?catid=68&pagetype=90&pageid=325>

3. The Air Navigation Order 2009 and Rules of the Air Regulations 2007, apply to all civil aviation in the UK. These can be found in publication CAP393 on the CAA website. Link provided here: www.caa.co.uk/cap393

4. Please see above.

5. The CAA’s Mandatory Occurrence Reporting Scheme is intended to record reportable occurrences which endangered or which, if not corrected, would have endangered an aircraft, its occupants or any other person.

You have requested information relating to aircraft under the weight 7500kg, that have actually crashed in the departure phase in any UK location of a type similar to those found at Redhill Aerodrome.

The CAA database does not have a defined definition of a ‘crash’ as this covers a multitude of scenarios and situations, and although we categorise aircraft by weight, aircraft which are of a type similar to those mainly found at Redhill Aerodrome would normally be classified as ‘Small’ and of a weight up to and including 5700kg.

Therefore, in order to provide as much detail as possible, we have searched the CAA database for all reportable occurrences which have occurred in any UK location and which involve any aircraft or helicopter up to weight category of 5700kgs, that during the take-off phase or in the initial climb have forcefully landed or impacted the ground due to unforeseen difficulties or circumstances in the last five years, and attached a summary report.

If you are not satisfied with how we have dealt with your request in the first instance you should approach the CAA in writing at:-

Mark Stevens
External Response Manager
Civil Aviation Authority
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

mark.stevens@caa.co.uk

The CAA has a formal internal review process for dealing with appeals or complaints in connection with Freedom of Information requests. The key steps in this process are set in the attachment.

Should you remain dissatisfied with the outcome you have a right under Section 50 of the Freedom of Information Act to appeal against the decision by contacting the Information Commissioner at:-

Information Commissioner's Office
FOI/EIR Complaints Resolution
Wycliffe House
Water Lane
Wilmslow
Cheshire
SK9 5AF
www.ico.gov.uk/complaints.aspx

Should you wish to make further Freedom of Information requests, please use the e-form at <http://www.caa.co.uk/foi>.

Yours sincerely

Rick Chatfield
FoIA & EIR Case Manager

CAA INTERNAL REVIEW & COMPLAINTS PROCEDURE

- The original case to which the appeal or complaint relates is identified and the case file is made available;
- The appeal or complaint is allocated to an Appeal Manager, the appeal is acknowledged and the details of the Appeal Manager are provided to the applicant;
- The Appeal Manager reviews the case to understand the nature of the appeal or complaint, reviews the actions and decisions taken in connection with the original case and takes account of any new information that may have been received. This will typically require contact with those persons involved in the original case and consultation with the CAA Legal Department;
- The Appeal Manager concludes the review and, after consultation with those involved with the case, and with the CAA Legal Department, agrees on the course of action to be taken;
- The Appeal Manager prepares the necessary response and collates any information to be provided to the applicant;
- The response and any necessary information is sent to the applicant, together with information about further rights of appeal to the Information Commissioners Office, including full contact details.

Safety Regulation Group

Safety Data

Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

Direct Dial 01293 573220
Direct Fax 01293 573972
E-mail sdd@caa.co.uk

Switchboard 01293 567171
Fax 01293 573999

These records were retrieved from the UK CAA Mandatory Occurrence Reporting (MOR) system by a member of Safety Data

The MOR system records include information reported to the CAA, information obtained from CAA investigations, and deductions by CAA staff based on the available information. The authenticity of the contents or the absence of errors and omissions cannot be guaranteed. Records in this system commenced on 1 January 1976 coincident with the introduction of Mandatory Occurrence Reporting in the UK, but occurrences reported voluntarily are also included, and no distinction is made between them.

Note: Any data provided from these records are made available on the understanding that they are only to be used for purposes of flight safety and must not be used for other purposes.

SUBJECT: Reported occurrences of aircraft below 5700kgs which have occurred due to difficulties during either the take-off phase or in the initial climb resulting in an unplanned immediate landing in UK locations.

PERIOD : 01 January 2006 to all processed reports as at 05 July 2011.

A/C Type :	Cessna 150	Occurrence Number :	200604320
Flight Phase :	Initial Climb	Occurrence Date :	25 May 2006
Classification :	UK Reportable Accident	Location :	Netherthorpe
Events :	Reportable Accident Engine Malfunction Forced Landing Loss of A/c Control Fuel	Location Info :	

Pretitle :

UK Reportable Accident: Engine failure after take off. Forced landing in field. A/c landed heavily, NLG collapsed and a/c overturned. Minor injuries to two POB. AAIB AARF investigation.

Precis :

AAIB Bulletin 9/2006, ref: EW/G2006/05/17 - Summary: Shortly after take off the engine failed and a forced landing was made in a field beyond the end of the runway. The aircraft landed heavily causing the nose gear to collapse and the aircraft flipped upside down. The engine failure was caused by excessive water in the fuel. It was not possible to determine how the water entered the fuel system but it is probable that the heavy rainfall during the week leading up to the accident flight, while the aircraft was parked outside, was a contributory factor.

CAA Closure: No CAA action appropriate.

A/C Type :	Microlight	Occurrence Number :	200606325
Flight Phase :	Initial Climb	Occurrence Date :	18 Jul 2006

Note: Any data provided from these records are made available on the understanding that they are only to be used for purposes of flight safety and must not be used for other purposes.

Classification :	UK Reportable Accident	Location :	Eshott
Events :	Reportable Accident Engine Malfunction Emergency Call Forced Landing A/c Maintenance	Location Info :	Nr

Pretitle :

UK Reportable Accident: Skyrainger struck fence and overturned during forced landing after engine seized due to oil starvation. Substantial damage. Minor injury to one POB. AAIB Field investigation.

Precis :

AAIB Bulletin 11/2006, ref: EW/C2006/07/26 - Summary: The engine failed shortly after take off and, in the ensuing forced landing, the aircraft struck a fence and pitched inverted, causing minor injuries to the pilot and moderate damage to the aircraft. It was quickly established that the engine oil filter had become detached, allowing oil to escape and the engine to seize from oil starvation. The oil filter had been replaced the previous day with a 'FRAM' automotive oil filter, instead of the Rotax-approved part. The FRAM filter has a slightly larger diameter thread which makes it incompatible for use on this type of engine. Two safety recommendations (2006-107 and -108) were made, with the intention of preventing similar accidents in the future.

CAA Closure: CAA FACTOR F48/2006 was issued on 12 December 2006.

A/C Type :	Piper PA28	Occurrence Number :	200606910
Flight Phase :	Take Off	Occurrence Date :	02 Aug 2006
Classification :	UK Reportable Accident	Location :	Wycombe
Events :	Reportable Accident Forced Landing Low on Fuel / Out of Fuel Flight Crew Occurrence	Location Info :	Nr

Pretitle :

UK Reportable Accident: Engine stopped during initial climb due to fuel starvation. Landing gear and left wing damaged during subsequent forced landing. No injury to one POB. AAIB AARF investigation.

Precis :

AAIB Bulletin 1/2007, ref: EW/G2006/08/04 - Summary: Following a cross country flight, which had been conducted in the main with the right fuel tank selected, the pilot elected to carry out a touch-and-go landing to conduct some circuit practise. During the climb out following the touch-and-go the engine rapidly lost power and subsequently stopped. A forced landing in a field was carried out during which the landing gear was damaged. Subsequent examination revealed that there was 50 litres of fuel in the left fuel tank but only 150 millilitres in the right tank and no evidence of a fuel leak. The engine was found to be serviceable.

CAA Closure: No CAA action appropriate.

A/C Type :	Piper PA28	Occurrence Number :	200607768
Flight Phase :	Take Off	Occurrence Date :	30 Aug 2006
Classification :	UK Reportable Accident	Location :	Oxford
Events :	Reportable Accident Engine Malfunction Forced Landing Runway Overrun Ground (AD) Collision - Obstacle / Vehicle	Location Info :	

Pretitle :

UK Reportable Accident: Engine failed after take off. A/c landed on runway but failed to stop, passed through hedge and overturned. Substantial damage. No injuries to 3 POB. AAIB Field investigation.

Precis :

AAIB Bulletin 2/2007, ref: EW/G2006/08/06 - Summary: The aircraft suffered a loss of engine power shortly after take off but the instructor pilot was able to land back on the runway. However, there was insufficient distance available in which to stop and the aircraft overran the end of the paved surface and passed through the airport boundary fence, coming to rest inverted on a public road. Although it was substantially damaged and leaking fuel, there was no fire. Examination and testing of the engine and other components did not identify any defects that could have accounted for the loss of engine power.

CAA Closure: No CAA action appropriate.

A/C Type :	Microlight	Occurrence Number :	200611986
Flight Phase :	Initial Climb	Occurrence Date :	29 Oct 2006
Classification :	UK Reportable Accident	Location :	Clench Common
Events :	Reportable Accident Engine Malfunction Forced Landing Landing Gear Collapse A/c Maintenance	Location Info :	

Pretitle :

UK Reportable Accident: Quad City Challenger microlight engine failed shortly after take-off. NLG and LH MLG damaged during forced landing. No injuries to two POB. AAIB AARF investigation.

Precis :

AAIB Bulletin 3/2008, ref: EW/G2006/10/24 - Summary: A failure of the poorly maintained engine shortly after take-off resulted in damage to the aircraft during the subsequent forced landing. The cause of the failure was not identified.

CAA Closure: No further CAA action practicable.

A/C Type :	SA365 Dauphin	Occurrence Number :	200611599
Flight Phase :	Initial Climb	Occurrence Date :	27 Dec 2006
Classification :	UK Reportable Accident	Location :	Morecambe Bay
Events :	Reportable Accident Loss of A/c Control Flight Crew Occurrence Collision - Ground/Water/Object (Not CFIT Not AD) Adverse Weather	Location Info :	

Pretitle :

UK Reportable Accident: Helicopter seen to descend into sea close to offshore platform. Seven POB fatal. AAIB Formal investigation.

Precis :

The helicopter departed Blackpool at 1800hrs on a scheduled flight consisting of eight sectors within the Morecambe Bay gas field. The first two sectors were completed without incident but, when preparing to land on the North Morecambe platform, in the dark, the helicopter flew past the platform and struck the surface of the sea. The fuselage disintegrated on impact and the majority of the structure sank. Two fast response craft from a multipurpose standby vessel, which was on position close to the platform, arrived at the scene of the accident 16 minutes later. There were no survivors amongst the five passengers or two crew. The investigation identified the following contributory factors: 1) The co-pilot was flying an approach to the North Morecambe platform at night, in poor weather conditions, when he lost control of the helicopter and requested assistance from the commander. The transfer of control was not precise and the commander did not take control until approximately four seconds after the initial request for help. The commander's initial actions to recover the helicopter were correct but the helicopter subsequently descended into the sea. 2) The

approach profile flown by the co-pilot suggests a problem in assessing the correct approach descent angle, probably, as identified in trials by the CAA, because of the limited visual cues available to him. 3) An appropriate synthetic training device for the SA365N was available but it was not used; the extensive benefits of conducting training and checking in such an environment were therefore missed. Six Safety Recommendations (2008-032 to -037) have been made. See AAIB AAR 7/2008, ref: EW/C2006/12/03.

CAA Closure: CAA FACTOR F12/2008, detailing the CAA responses to the six AAIB Safety Recommendations, was issued on 17 October 2008. Any further CAA action required will be progressed via the 'Annual Review of AAIB Recommendations' procedure.

A/C Type :	Microlight	Occurrence Number :	200702180
Flight Phase :	Initial Climb	Occurrence Date :	13 Mar 2007
Classification :	UK Reportable Accident	Location :	Cromer
Events :	Reportable Accident Engine Malfunction Forced Landing	Location Info :	

Pretitle :

UK Reportable Accident: Skyranger microlight suffered engine failure shortly after take-off. Landing gear collapsed during forced landing. No injury to one POB. AAIB AARF investigation.

Precis :

AAIB Bulletin 7/2007, ref: EW/G2007/03/04 - Summary: After take-off, on climbing through 300 to 400 feet, the aircraft engine suddenly stopped. The pilot made a forced landing in a field during which the landing gear collapsed. The cause of the engine failure has not been determined.
CAA Closure: No CAA action appropriate.

A/C Type :	Rans S10	Occurrence Number :	200703268
Flight Phase :	Initial Climb	Occurrence Date :	07 Apr 2007
Classification :	UK Reportable Accident	Location :	Kingsnorth
Events :	Reportable Accident Engine Malfunction Forced Landing Landing Gear Collapse	Location Info :	

Pretitle :

UK Reportable Accident: Engine stopped during climb out. Forced landing made in field. Landing gear collapsed. No injury to one POB. AAIB AARF investigation.

Precis :

AAIB Bulletin 9/2007, ref: EW/G2007/04/14 - Summary: During the climb following a touch-and-go landing, the aircraft's engine 'spluttered' and then stopped. The pilot was unable to restart it, and carried out a forced landing into a field. No definite cause of the engine failure has been identified.
CAA Closure: No further CAA action practicable.

A/C Type :	Microlight	Occurrence Number :	200703056
Flight Phase :	Initial Climb	Occurrence Date :	07 Apr 2007
Classification :	UK Reportable Accident	Location :	Sutton Meadows
Events :	Reportable Accident Engine Malfunction Forced Landing Collision - Ground/Water/Object (Not CFIT Not AD) Landing Gear Collapse	Location Info :	Nr Ely

Pretitle :

UK Reportable Accident: Engine failed shortly after take-off. A/c struck ditch during forced landing and LH MLG collapsed. Substantial damage. No injuries to two POB. AAIB AARF investigation.

Precis :

AAIB Bulletin 8/2007, ref: EW/G2007/04/06 - Summary: Shortly after take-off, the engine began to lose power and the pilot was forced to land in a field. In attempting to avoid a ditch, the left main landing gear collapsed. It was established that the rear cylinder big-end bearing of the two cylinder 2 two-stroke engine had failed.

CAA Closure: No further CAA action required at this time.

A/C Type :	Cessna 150	Occurrence Number :	200706208
Flight Phase :	Initial Climb	Occurrence Date :	08 Jul 2007
Classification :	UK Reportable Accident	Location :	Clutton Hill
Events :	Reportable Accident Loss of A/c Control Flight Crew Occurrence Fuel	Location Info :	

Pretitle :

UK Reportable Accident: Aircraft entered vertical dive, crashed and caught fire. Two POB fatal. AAIB Field investigation.

Precis :

CAA Closure: The aircraft took off and was seen to climb away at an unusually steep attitude to a height of approximately 200ft. Witnesses reported that the engine appeared to stop and the aircraft rolled rapidly to the left and entered a vertical descent. The aircraft struck the ground and there was an extensive post impact fire. Both occupants were fatally injured. See AAIB Bulletin 7/2008, ref: EW/C2007/07/01.

A/C Type :	Denney Kitfox	Occurrence Number :	200712969
Flight Phase :	Take Off	Occurrence Date :	04 Aug 2007
Classification :	UK Reportable Accident	Location :	Rollington Farm private strip
Events :	Flight Crew Occurrence Loss of A/c Control Reportable Accident	Location Info :	Nr Corfe

Pretitle :

UK Reportable Accident: Aircraft veered to the left on take-off. LH wheel caught in long grass. Aircraft flipped over. Two POB, no injuries. Extensive aircraft damage. AAIB AARF investigation.

Precis :

CAA Closure: As power was applied for take-off, the aircraft veered to the left. Despite the application of right rudder, the aircraft drifted left until the left wheel ran into the long grass by the side of the airstrip. The aircraft swung further left, tipped forward and came to rest inverted. See AAIB Bulletin 08/2009. Ref: EW/G2009/08/30.

A/C Type :	Piper PA28	Occurrence Number :	200707327
Flight Phase :	Initial Climb	Occurrence Date :	05 Aug 2007
Classification :	UK Reportable Accident	Location :	Sandown
Events :	Reportable Accident Loss of A/c Control	Location Info :	

Pretitle :

UK Reportable Accident: A/c failed to achieve expected climb performance, struck a line of trees and crashed. A/c destroyed by impact and subsequent fire. Four POB fatal. AAIB Field investigation.

Precis :

The aircraft departed from Runway 23, with four people on board, on a flight to Pontivy, France. Its take-off ground roll was noticeably long and, having lifted off, G-AVRP climbed to about 50ft agl and maintained that height as it flew over rising ground beyond the end of the runway. As it approached trees at the top of the rising ground, the aircraft was seen to pitch up and clear the trees before its nose dropped and it descended out of sight. The aircraft struck another line of trees and crashed into a field. The aircraft rapidly caught fire. The fire was extinguished by the Airport Fire-fighting and Rescue Service (FFRS). All the occupants of the aircraft died in the accident and the aircraft was destroyed. It was established that the aircraft's predicted performance, at its estimated take-off weight and in the prevailing conditions, should have enabled a successful departure. Its failure to do so may have been the result of reduced engine power, a tailwind component, a greater take-off weight than estimated, an incorrect piloting technique during take-off or a combination of some or all of these factors. Two Safety Recommendations (2008-050 and -051) are made to the aerodrome licensee and EASA. See AAIB Bulletin 10/2008, ref: EW/C2007/08/01.

CAA Closure: The Recommendations made in respect of this occurrence are not addressed to the CAA and are to be actioned directly by the relevant bodies. No further CAA action is practicable.

A/C Type :	Piper PA24 Comanche	Occurrence Number :	200707490
Flight Phase :	Initial Climb	Occurrence Date :	08 Aug 2007
Classification :	UK Reportable Accident	Location :	Leicester
Events :	Reportable Accident Engine Malfunction Loss of A/c Control	Location Info :	

Pretitle :

UK Reportable Accident: Engine lost power during go-around. A/c stalled, crashed and was destroyed by fire. Serious injury to one POB. AAIB Field investigation.

Precis :

CAA Closure: On departing from Leicester, the pilot observed a low voltage indication and returned to make a precautionary landing. Whilst on short final for Runway 33, he became aware of vehicles near the runway threshold and accordingly, landed long. The aircraft bounced after touchdown and he decided to go around. During the climb out the engine began to lose power and he attempted to land downwind on another runway, but the aircraft was too high and too fast. After crossing the aerodrome eastern boundary, the aircraft stalled from a low height and impacted the ground heavily, following which a fire broke out. The pilot suffered back and facial injuries. See AAIB Bulletin 1/2009, ref: EW/C2007/08/03.

A/C Type :	Bolkow 207	Occurrence Number :	200708132
Flight Phase :	Initial Climb	Occurrence Date :	27 Aug 2007
Classification :	UK Reportable Accident	Location :	Navestock
Events :	Reportable Accident Loss of A/c Control Flight Crew Occurrence	Location Info :	

Pretitle :

UK Reportable Accident: A/c crashed shortly after take-off and was destroyed by fire. Three POB - two fatal and one serious injury. AAIB Field investigation.

Precis :

CAA Closure: The aircraft took off from a private airstrip with two adults and a young child on board. It failed to gain safe height and speed, and stalled, crashing 270m beyond the end of the strip. Only the adult passenger survived the accident. The aircraft was correctly configured for take-off, and there was evidence that the engine was operating normally. Recorded data showed that the pilot had attempted to climb the aircraft above obstacles before achieving a safe climb speed. There was insufficient height for the pilot to recover once the aircraft had departed from controlled flight. See AAIB Bulletin 6/2008, ref: EW/C2007/08/08.

A/C Type :	Piper PA32	Occurrence Number :	200708987
Flight Phase :	Initial Climb	Occurrence Date :	16 Sep 2007
Classification :	UK Reportable Accident	Location :	Shotteswell
Events :	Reportable Accident Loss of A/c Control Flight Crew Occurrence	Location Info :	Banbury

Pretitle :

UK Reportable Accident: A/c stalled after take-off, struck trees and crashed in a field. A/c destroyed. One POB fatal. AAIB Field investigation.

Precis :

CAA Closure: The pilot was attempting to take-off from the shorter of two runways at a private airstrip at Shotteswell, near Banbury, having earlier landed on the longer runway. Advice in the airstrip's entry in a general aviation flight guide indicated that a take off by that type of aircraft, from that runway and flown by a pilot of his experience was not recommended. During the take-off the aircraft cleared a hedge at the upwind end of the runway but stalled and struck trees on the far side of a road running alongside the airstrip. The aircraft crashed in the field beyond and the pilot was fatally injured. There was no fire. Subsequent performance calculations indicated that there was insufficient clear distance on the short runway for the take off to be successful. See AAIB Bulletin 10/2008, ref: EW/C2007/09/07.

A/C Type :	Homebuilt	Occurrence Number :	200709499
Flight Phase :	Initial Climb	Occurrence Date :	30 Sep 2007
Classification :	UK Reportable Accident	Location :	Fridd Farm
Events :	Reportable Accident Engine Malfunction Diversion /Return Windshear / Gusts Collision - Ground/Water/Object (Not CFIT Not AD)	Location Info :	Bethersden, Nr Ashford

Pretitle :

UK Reportable Accident: Engine lost power shortly after take-off. A/c returned but was forced to go-around and crashed into tree. 2 POB, 1 fatal and 1 serious injury. AAIB Field investigation.

Precis :

The aircraft, soon after take-off, suffered a partial loss of engine power. The pilot returned to the farm strip from which he had taken off, and attempted to land. However, the approach was made with a tailwind and the aircraft was too fast to land before the end of the runway. The pilot attempted a go-around but there was not sufficient engine power available; the aircraft descended and landed in a field just beyond the end of the runway. The aircraft struck a large oak tree, the passenger-side harness mounting was disrupted and the passenger was fatally injured. The investigation found that the main fuel jet of the right carburettor had become obstructed by a corrosion fragment liberated from the carburettor bowl. The failure of the passenger's restraint was found to be due to the failure of the bond between the shoulder harness attachment fitting and the inner surface of the fuselage, to which it was secured. One Safety Recommendation (2008-029) is made to the engine manufacturer. See AAIB Bulletin 11/2008, ref: EW/C2007/09/10.

CAA Closure: The Recommendation made in respect of this occurrence is not addressed to the CAA and is to be actioned directly by the relevant body. No further CAA action is practicable.

A/C Type :	Evans VP	Occurrence Number :	200803777
Flight Phase :	Initial Climb	Occurrence Date :	20 Apr 2008
Classification :	UK Reportable Accident	Location :	Farley Farm
Events :	Reportable Accident Forced Landing	Location Info :	Nr Winchester

Loss of A/c Control
Landing Gear Collapse
A/c Structure Failure /
Malfunction

Pretitle :

UK Reportable Accident: A/c lost height after encountering a downdraught. Pilot elected to make a forced landing, during which RH MLG collapsed. Minor injury to one POB. AAIB Field investigation.

Precis :

The aircraft took off from a farm strip at its maximum authorised weight. It then flew over a small valley and encountered a downdraught. The pilot considered that the aircraft might not clear the far side of the valley so he commenced a forced landing. During the forced landing the right undercarriage leg collapsed and the right wing came into contact with the ground. The aircraft structure failed where the pilot's shoulder harness was attached to the airframe and the pilot sustained minor head injuries. One Safety Recommendation (2009-001) has been made regarding the design of the shoulder harness attachment. See AAIB Bulletin 2/2009, ref: EW/C2008/04/09. CAA Closure: CAA FACTOR F3/2009, detailing the CAA's response to the one AAIB Safety Recommendation, was issued on 9 April 2009. Any further CAA action required will be progressed via the 'Annual Review of AAIB Recommendations' procedure.

A/C Type :	Rans S6-ESD (Mod)	Occurrence Number :	200804120
Flight Phase :	Initial Climb	Occurrence Date :	26 Apr 2008
Classification :	UK Reportable Accident	Location :	Priory Farm Airstrip
Events :	Reportable Accident Engine Malfunction Forced Landing Landing Gear Collapse Icing Problems	Location Info :	

Pretitle :

UK Reportable Accident: Engine stopped at 100ft during climb out and a/c dropped to the ground. NLG folded and pushed up the lower frame. No injury to one POB. AAIB AARF investigation.

Precis :

CAA Closure: The pilot/owner carried out a normal pre-flight check of the aircraft and found everything to be acceptable for flight. After starting the engine he ensured that it had reached its operating temperature, which took 8 to 9 minutes, before starting the take-off. At about 100ft on the climb-out, the engine 'faltered'. The pilot levelled the aircraft which was very rapidly followed by the engine stopping. He applied nose-down pitch and steered the aircraft away from the hangars and parked aircraft that were in the overshoot area of the runway. Due to insufficient height, speed and time the pilot initiated the flare as the aircraft impacted the ground in a field adjoining the side of the runway. Following the accident, the pilot could find no obvious reason for the engine failure. The engine was taken to the manufacturer's UK agent where it was examined and test run. The examination of the cylinders and pistons revealed no evidence of a 'cold' seizure. The engine was placed onto a test stand and test run. It ran satisfactorily. The ground level temperature and humidity figures from a meteorological aftercast were plotted on the carburettor icing probability chart, and they indicated that there was a possibility of moderate carburettor icing at a cruise engine power setting, and serious icing at a descent power setting. See AAIB Bulletin 8/2008, ref: EW/G2008/04/08.

A/C Type :	Rans S6	Occurrence Number :	200804612
Flight Phase :	Initial Climb	Occurrence Date :	10 May 2008
Classification :	UK Reportable Accident	Location :	Chilbolton
Events :	Reportable Accident Loss of A/c Control Flight Crew Occurrence	Location Info :	

Pretitle :

UK Reportable Accident: A/c stalled into the ground shortly after take-off. Substantial damage. No injuries to two POB. AAIB AARF investigation.

Precis :

CAA Closure: The aircraft stalled and struck the ground shortly after becoming airborne. The investigation showed that aircraft performance, a slight tailwind, high temperature and long grass on the runway contributed to the accident. See AAIB Bulletin 8/2008, ref: EW/G2008/05/15.

A/C Type :	Piper PA22	Occurrence Number :	200804964
Flight Phase :	Initial Climb	Occurrence Date :	18 May 2008
Classification :	UK Reportable Accident	Location :	Kingswells
Events :	Reportable Accident Collision - Ground/Water/Object (Not CFIT Not AD) Flight Crew Occurrence	Location Info :	Aberdeen 5 SW

Pretitle :

UK Reportable Accident: On initiating go-around, pilot mis-selected flaps and a/c struck rising ground. Substantial damage. Three POB - one serious and one minor injury. AAIB AARF investigation.

Precis :

CAA Closure: The pilot made an approach, with a tailwind, to a private strip which had a significant uphill slope. At about 50ft aal, he decided to go-around, and intended to selected the flaps from FULL to HALF, but accidentally selected the flaps to UP. The aircraft sank and touched down, ran into obstacles, and sustained substantial damage. See AAIB Bulletin 8/2008, ref: EW/G2008/05/25. See also AAIB Bulletin 10/2008, which contains a correction to the original report.

A/C Type :	DH Tigermoth	Occurrence Number :	200805763
Flight Phase :	Take Off	Occurrence Date :	05 Jun 2008
Classification :	UK Reportable Accident	Location :	Land Mead
Events :	Reportable Accident Loss of A/c Control Runway / Taxiway Condition Flight Crew Occurrence	Location Info :	Abingdon

Pretitle :

UK Reportable Accident: Wheels dug in to wet patch on runway and a/c overturned. Substantial damage. No injuries to two POB. AAIB AARF investigation.

Precis :

CAA Closure: The aircraft encountered previously unnoticed standing water during its take-off roll from a grass airstrip. The water and associated soft ground caused a marked deceleration and the aircraft pitched forward, coming to rest inverted. The pilot and his passenger were uninjured and there was no fire. See AAIB Bulletin 10/2008, ref: EW/G2008/06/04.

A/C Type :	Piper PA28	Occurrence Number :	200807029
Flight Phase :	Take Off	Occurrence Date :	01 Jul 2008
Classification :	UK Reportable Accident	Location :	Old Sarum
Events :	Reportable Accident Loss of A/c Control Runway Excursion Ground (AD) Collision - Obstacle / Vehicle	Location Info :	

Windshear / Gusts

Pretitle :

UK Reportable Accident: A/c veered off runway during crosswind take-off and struck a fence. Substantial damage. No injuries to one POB. AAIB AARF investigation.

Precis :

CAA Closure: The accident occurred whilst the solo student pilot was attempting to take-off with a significant crosswind. He lost directional control of the aircraft, causing it to depart the runway and strike a fence. See AAIB Bulletin 2/2009, ref: EW/G2008/07/01.

A/C Type :	Kis	Occurrence Number :	200807173
Flight Phase :	Initial Climb	Occurrence Date :	04 Jul 2008
Classification :	UK Reportable Accident	Location :	Newport
Events :	Reportable Accident Engine Malfunction Loss of A/c Control Collision - Ground/Water/Object (Not CFIT Not AD) Fire (not engine)	Location Info :	

Pretitle :

UK Reportable Accident: Engine lost power during climb out. A/c struck tree and came to rest in a field. A/c destroyed by post-impact fire. No injuries to two POB. AAIB AARF investigation.

Precis :

CAA Closure: After a precautionary touchdown at his departure airstrip, due to suspicions about engine performance, the pilot decided to continue into a rolling take-off. During initial climb out the engine suffered a loss of power and, in the subsequent forced landing, the aircraft hit a tree before impacting the ground. The pilot and passenger were uninjured but the aircraft was destroyed by fire. See AAIB Bulletin 2/2009, ref: EW/G2008/07/03.

A/C Type :	Piper PA15	Occurrence Number :	200808052
Flight Phase :	Initial Climb	Occurrence Date :	17 Jul 2008
Classification :	UK Reportable Accident	Location :	Fishburn
Events :	Reportable Accident Engine Malfunction Forced Landing Icing Problems Hard Landing	Location Info :	Sedgefield

Pretitle :

UK Reportable Accident: Engine stopped during initial climb due to suspected carburettor icing. Minor damage sustained during forced landing in field. No injury to one POB. AAIB AARF investigation.

Precis :

CAA Closure: After take-off, on passing through about 1,000 feet, the engine stopped due to suspected carburettor icing. The aircraft sustained minor damage in the ensuing forced landing. See AAIB Bulletin 1/2009, ref: EW/G2008/07/26.

A/C Type :	Piper PA38 Tomahawk	Occurrence Number :	200807854
Flight Phase :	Take Off	Occurrence Date :	23 Jul 2008
Classification :	UK Reportable Accident	Location :	Manchester Barton A/F
Events :	Flight Crew Occurrence Loss of A/c Control Reportable Accident	Location Info :	

Pretitle :

UK Reportable Accident: A/c became airborne prematurely and stalled in from about 50ft. Two POB - one serious injury. A/c destroyed. AAIB Field investigation.

Precis :

CAA Closure: The aircraft became airborne from a hump in the grass runway. The pilot continued the take-off but the aircraft did not accelerate and climb, and stalled at about 50 feet above the aerodrome boundary. See AAIB Bulletin 7/2009, ref: EW/C2008/07/03.

A/C Type :	Mooney 20	Occurrence Number :	200808134
Flight Phase :	Take Off	Occurrence Date :	25 Jul 2008
Classification :	UK Reportable Accident	Location :	Garston Farm Airstrip
Events :	Reportable Accident Loss of A/c Control Flight Crew Occurrence	Location Info :	Chippenham

Pretitle :

UK Reportable Accident: A/c stalled just after take-off and crashed in crop field. Substantial damage. No injuries to four POB. AAIB AARF investigation.

Precis :

CAA Closure: Shortly after becoming airborne, the aircraft stalled and landed in a field of standing crop. The four occupants were uninjured and were able to vacate the aircraft without assistance. The aircraft sustained significant damage. The pilot candidly notes that he inadvertently reduced power below that required for safe flight and did not notice the low power setting in time. He considers that this may have been due to the slightly bumpy runway and that his concentration was focused on the take-off roll. Another person, who had discussed the accident with the pilot, reported that he had been concerned with avoiding a propeller strike and was keeping the weight off the nosewheel during the take-off run. This rearward pressure on the controls may have led to the aircraft lifting off the earlier than intended. Once airborne, at a low speed, the high drag of this configuration would have prevented the aircraft from accelerating and climbing normally, especially if less than full power was applied. See AAIB Bulletin 10/2008, ref: EW/G2008/07/30.

A/C Type :	DH Tigermoth	Occurrence Number :	200810082
Flight Phase :	Initial Climb	Occurrence Date :	14 Sep 2008
Classification :	UK Reportable Accident	Location :	Dunkeswell
Events :	Reportable Accident Engine/Malfunction Power Loss - First Engine	Location Info :	

Pretitle :

UK Reportable Accident: Engine failed at about 80ft during initial climb and aircraft landed in field. Damage to left wing. No injuries to two POB. AAIB AARF investigation.

Precis :

CAA Closure: Shortly after take-off, when at approximately 200ft above ground level, the engine speed dropped to idle. The pilot lowered the nose of the aircraft to maintain flying speed and turned right to land in a suitable field. The aircraft cleared a sturdy barbed wire fence but, as the aircraft touched down, a cow ran under and struck the left wing, causing substantial damage to the aircraft. The cow was apparently uninjured. The aircraft rolled to a halt and the two occupants, who were uninjured, vacated the aircraft normally. Investigation of the aircraft by a local engineer found corrosion debris in the carburettor float bowl, and this appeared to have originated from within the float bowl itself. The fuel tank, fuel lines and fuel filter were found to be clean. It is likely that this debris had blocked the carburettor jets, causing the reduction in power, as the engine ran normally once the debris had been removed. See AAIB Bulletin 12/2008, ref: EW/G2008/09/08. AAIB Bulletin 7/2009 contains an addendum to the original report, which states that further investigation by the operator found that both magnetos were faulty, one due to oil contamination and the other due to coil

breakdown.

A/C Type :	Microlight	Occurrence Number :	200810225
Flight Phase :	Take Off	Occurrence Date :	18 Sep 2008
Classification :	UK Reportable Accident	Location :	Huthswaite (Baxby)
Events :	Reportable Accident Loss of A/c Control Engine Malfunction Fuel	Location Info :	

Pretitle :

UK Reportable Accident: Engine lost power shortly after take-off. A/c struck hedge and was destroyed. Two POB - one serious and one minor injury. AAIB AARF investigation.

Precis :

CAA Closure: The aircraft lost power shortly after take-off and struck a hedge. The loss of power was probably caused by contamination of the fuel, which was of unknown age and origin. See AAIB Bulletin 4/2009, ref: EW/G2008/09/17.

A/C Type :	Microlight	Occurrence Number :	200811017
Flight Phase :	Initial Climb	Occurrence Date :	08 Oct 2008
Classification :	UK Reportable Accident	Location :	Chirk, Nr Wrexham
Events :	Engine/Malfunction Power Loss - First Engine Fuel Reportable Accident	Location Info :	

Pretitle :

UK Reportable Accident: Aircraft crash landed after take-off. Pilot suspects drop in fuel pressure. Substantial damage. Serious injury to one POB. AAIB Field investigation.

Precis :

CAA Closure: The single-engined aircraft suffered a power loss at 200ft agl shortly after takeoff; the pilot attempted to return to the airfield, however the aircraft struck a mound short of the field. The pilot sustained a fractured spine. It was not possible to determine the cause of the power loss with any degree of certainty, but a fuel system problem seemed the most likely cause. See AAIB Bulletin 08/2009, ref: EW/G2008/10/02.

A/C Type :	Robinson R22	Occurrence Number :	200811419
Flight Phase :	Take Off	Occurrence Date :	17 Oct 2008
Classification :	UK Reportable Accident	Location :	Shoreham
Events :	Reportable Accident Loss of A/c Control	Location Info :	

Pretitle :

UK Reportable Accident: Student pilot lost control during take-off and helicopter rolled onto its side. Serious injury to one POB. Main rotor damaged. AAIB AARF investigation.

Precis :

CAA Closure: Prior to conducting his first solo flight the pilot was briefed to apply additional forward and left cyclic control on take-off to compensate for the unfamiliar lack of an occupant in the left seat. On take-off the aircraft yawed left and during subsequent attempts to control the aircraft the rear tip of its right skid became a pivot point, resulting in dynamic rollover. The pilot responded unsuccessfully by making cyclic control inputs and raising the collective. See AAIB Bulletin 3/2009, ref: EW/G2008/10/09.

A/C Type :	Microlight	Occurrence Number :	200811494
Flight Phase :	Initial Climb	Occurrence Date :	17 Oct 2008
Classification :	UK Reportable Accident	Location :	Chilbolton
Events :	Reportable Accident Loss of A/c Control Flight Crew Occurrence Forced Landing	Location Info :	

Pretitle :

UK Reportable Accident: Cyclone microlight stalled at about 100ft during steep climb out and landed heavily on runway. Substantial damage. Minor injuries to two POB. AAIB AARF investigation.

Precis :

CAA Closure: Re-issued report following further AAIB investigation: The pilot intended to practise a simulated engine failure after takeoff. However, the a/c climbed too steeply before reaching a safe height to conduct the procedure, the airspeed reduced rapidly and the aircraft stalled, at about 100ft in the pilot's estimation. With insufficient height to recover fully, the a/c landed heavily on the runway, nosewheel first. This resulted in substantial damage to the aircraft and injuries, initially classified as minor, to the occupants. See AAIB Bulletin 08/2010, ref: EW/G2008/10/10.

A/C Type :	Cirrus SR22	Occurrence Number :	200812079
Flight Phase :	Initial Climb	Occurrence Date :	04 Nov 2008
Classification :	UK Reportable Accident	Location :	Gloucester-Staverton
Events :	Engine Malfunction Forced Landing Collision - Ground/Water/Object (Not CFIT Not AD) Reportable Accident	Location Info :	

Pretitle :

UK Reportable Accident: Engine lost power shortly after take-off. MAYDAY declared. A/c hit tree during forced landing. 2 POB - 1 serious, 1 minor injury. Substantial damage. AAIB Field investigation.

Precis :

CAA Closure: Shortly after take-off, the aircraft lost power and a forced landing was carried out. The aircraft struck a tree before landing heavily in a field causing substantial damage. No cause has been established for the power loss. See AAIB Bulletin 7/2009, ref: EW/C2008/11/02.

A/C Type :	Diamond DA42 Twin Star	Occurrence Number :	200900500
Flight Phase :	Take Off	Occurrence Date :	20 Jan 2009
Classification :	UK Reportable Accident	Location :	Lands End (LND)
Events :	Flight Crew Occurrence Runway Overrun Ground (AD) Collision - Obstacle / Vehicle Reportable Accident	Location Info :	

Pretitle :

UK Reportable Accident: A/c overran runway on take-off and overturned on soft ground. Substantial damage. Minor injuries to three POB. AAIB Field investigation.

Precis :

CAA Closure: The aircraft overturned on soft ground beyond the airfield boundary following a rejected take-off. The take-off distance available was less than that required by the aircraft under the prevailing conditions to become safely airborne. See AAIB Bulletin 6/2009, ref: EW/C2009/01/06.

A/C Type :	Rans S6	Occurrence Number :	200901298
Flight Phase :	Take Off	Occurrence Date :	14 Feb 2009
Classification :	UK Reportable Accident	Location :	Brimpton
Events :	Flight Crew Occurrence Loss of A/c Control Reportable Accident	Location Info :	Aldermaston

Pretitle :

UK Reportable Accident: Aircraft crashed on airfield and was destroyed. Serious injury to one POB. AAIB Field investigation.

Precis :

CAA Closure: The pilot was carrying out solo circuits at a small grass airfield. Following a 'touch-and-go' and at a height of about 180ft, the aircraft appeared to stall. The left wing dropped and the aircraft entered a steep descent. It rotated left through approximately 310deg and the pilot was unable to regain control before the aircraft hit the ground. AAIB Bulletin 03/2010, ref: EW/C2009/02/05.

A/C Type :	Microlight	Occurrence Number :	200903185
Flight Phase :	Take Off	Occurrence Date :	21 Mar 2009
Classification :	UK Reportable Accident	Location :	Hingham Grass
Events :	Landing Gear Collapse Ground Loop / Swerve Reportable Accident	Location Info :	

Pretitle :

UK Reportable Accident: During touch and go, when nosewheel contacted ground, a/c pitched nose down and overturned. Moderate damage. Minor injuries to two POB. AAIB AARF investigation.

Precis :

CAA Closure: Shortly after landing, the nosewheel failed, causing the microlight to tuck under and roll on to its left wing. No pre-existing fault was determined in the wheel. See AAIB Bulletin 08/2009, ref: EW/G2009/03/19.

A/C Type :	Robinson R44	Occurrence Number :	200902952
Flight Phase :	Take Off	Occurrence Date :	29 Mar 2009
Classification :	UK Reportable Accident	Location :	Swansea
Events :	Loss of A/c Control Flight Crew Occurrence Reportable Accident	Location Info :	

Pretitle :

UK Reportable Accident: Pilot reportedly lost control on take-off. A/c veered left and rotor struck ground. Two POB, one minor, one serious injuries. Substantial damage. AAIB Field investigation.

Precis :

CAA Closure: The aircraft was about to depart when it began to rotate to the left whilst still on the ground. It rotated through about five complete revolutions before the rotors struck the ground and the aircraft rolled onto its side. The removable left seat flying controls were found fitted and engineering evidence indicates that either one or both of the left yaw pedals had been applied at the time of the accident. AAIB Bulletin 02/2010, Ref: EW/C2009/03/06.

A/C Type :	Microlight	Occurrence Number :	200904074
Flight Phase :	Initial Climb	Occurrence Date :	20 Apr 2009
Classification :	UK Reportable Accident	Location :	RAF Pershore
Events :	Flight Crew Occurrence	Location Info :	

Ground (AD) Collision -
Obstacle / Vehicle
Reportable Accident

Pretitle :

UK Reportable Accident: Aircraft stalled after lift off, turned through 90deg then impacted ground, striking a tree and a hide. Aircraft destroyed. No injuries to one POB. AAIB AARF investigation.

Precis :

CAA Closure: Soon after takeoff the pilot stalled the aircraft. As the remaining amount of runway was insufficient to complete a safe landing, he turned the aircraft left to land onto a paved track. After landing the aircraft subsequently collided with a tree. See AAIB Bulletin 08/2009, ref: EW/G2009/04/16.

A/C Type :	Glider	Occurrence Number :	200905370
Flight Phase :	Initial Climb	Occurrence Date :	31 May 2009
Classification :	UK Reportable Accident	Location :	Long Mynd
Events :	Flight Crew Occurrence Loss of A/c Control Aircraft Occupant Injury / Death - Crew Reportable Accident	Location Info :	

Pretitle :

UK Reportable Accident: Aircraft stalled and spun on take-off. Aircraft destroyed. One POB fatal. AAIB Field investigation.

Precis :

CAA Closure: During the early phase of a winch launch, the glider stalled, entered an autorotation and impacted the ground. The investigation found no evidence of any pre-existing mechanical defects with the glider and concluded that the pilot, who was fatally injured, probably applied a greater pitch control input than was appropriate during the launch. AAIB Bulletin 12/2009, Ref: EW/C2009/05/02.

A/C Type :	Microlight	Occurrence Number :	200906721
Flight Phase :	Initial Climb	Occurrence Date :	30 Jun 2009
Classification :	UK Reportable Accident	Location :	Manchester Barton A/F
Events :	Engine Shutdown Forced Landing Collision - Ground/Water/Object (Not CFIT Not AD) Reportable Accident	Location Info :	Eccles

Pretitle :

UK Reportable Accident: Engine failed shortly after take-off. MAYDAY declared. A/c crashed in garden & was destroyed. Wall & car damaged. Minor injuries to two POB. AAIB Field investigation.

Precis :

CAA Closure: The aircraft suffered a loss of engine power shortly after take-off and crashed in a built-up area. The two occupants received minor injuries, but no one on the ground was injured. No mechanical defects were found during strip examination of the engine. There was insufficient evidence to establish the cause of the loss of power, but an interruption in the fuel supply is believed to be the most likely cause. AAIB Bulletin 06/2010, Ref: EW/G2009/06/06.

A/C Type :	Microlight	Occurrence Number :	200906734
Flight Phase :	Initial Climb	Occurrence Date :	01 Jul 2009

Classification :	UK Reportable Accident	Location :	Park Hall Country Park
Events :	Collision - Ground/Water/Object (Not CFIT Not AD) Aircraft Occupant Injury / Death - Crew Flight Crew Occurrence Reportable Accident	Location Info :	Nr Weston Coyney, Stoke-on-Trent

Pretitle :

UK Reportable Accident: Aircraft took off from grounds of a public house and collided with a tree. Substantial damage. Serious injuries to one POB. AAIB Field investigation.

Precis :

CAA Closure: The pilot was on his first flight in a flexwing microlight. Shortly after take-off the microlight crashed, seriously injuring the pilot. The pilot had three-axis microlight flying experience but had not completed any differences training for a flexwing microlight as required by Licensing Administration Standardisation Operating Requirements Safety (LASORS). His fixed wing recency had also expired. AAIB Bulletin 02/2010, Ref: EW/C2009/07/01.

A/C Type :	DH Tigermoth	Occurrence Number :	200906858
Flight Phase :	Initial Climb	Occurrence Date :	04 Jul 2009
Classification :	UK Reportable Accident	Location :	Sandtoft
Events :	Engine Malfunction Forced Landing Collision - Ground/Water/Object (Not CFIT Not AD) Reportable Accident	Location Info :	

Pretitle :

UK Reportable Accident: On first flight after rebuild, engine lost power in climb and a/c struck trees. All four wings severely damaged. No injuries to two POB. AAIB AARF investigation.

Precis :

CAA Closure: The aircraft was taking off from R/W23 in good weather conditions. Its initial climb was described by the pilot as normal until, at a height of about 250ft, the engine faltered but continued to run. The pilot judged that there was insufficient runway ahead to land safely and that the field beyond was unsuitable, as it contained high standing crops in which the aircraft might turn over. He managed to gain some height and selected a short mown field to the right of the field of crops. He turned towards it and thought that he had cleared a tree in the undershot, when the engine lost all power. He lowered the nose of the aircraft to maintain flying speed, the aircraft struck the tree and became lodged in it. The pilot and his passenger unstrapped and climbed down from the tree, uninjured. The aircraft was extensively damaged but there was no fire. At the time of writing, neither the pilot nor his maintenance organisation had determined the cause of the engine problem. AAIB Bulletin 11/2009, Ref: EW/G2009/07/03.

A/C Type :	Microlight	Occurrence Number :	200907482
Flight Phase :	Take Off	Occurrence Date :	16 Jul 2009
Classification :	UK Reportable Accident	Location :	Popham
Events :	Windshear / Gusts Hard Landing Reportable Accident	Location Info :	

Pretitle :

UK Reportable Accident: Simulated engine failure during take-off practice. Hard landing. Two POB, no injuries. NLG bent, trailing edge of wings damaged. Subject to AAIB AARF investigation.

Precis :

CAA Closure: The pilot was carrying out a bi-annual flight with a flying instructor in benign weather conditions with a light southerly wind. The instructor demonstrated a take-off on grass R/W21, (which has a length of 900m) followed by a simulated engine failure and landing on the remaining runway. He commented to the pilot that a positive round-out was necessary to take account of the up-sloping runway. The pilot then attempted the exercise twice, but on the first attempt the instructor took over, and on the second, the pilot landed the aircraft heavily. Two further demonstrations were flown by the instructor and the pilot then flew one successful manoeuvre. The pilot asked to fly one more practice and, although the instructor commented that nothing appeared abnormal until 'the last milliseconds', the aircraft struck the ground hard, sustaining damage. The instructor commented afterwards that he believed the aircraft might have encountered windshear during the landing. See AAIB Bulletin 10/2009, ref EW/G2009/07/15.

A/C Type :	Rans S6	Occurrence Number :	200911398
Flight Phase :	Take Off	Occurrence Date :	15 Oct 2009
Classification :	UK Reportable Accident	Location :	Southery Airstrip
Events :	Engine Malfunction Loss of A/c Control Forced Landing Reportable Accident	Location Info :	

Pretitle :

UK Reportable Accident: A/c lost power during take-off roll, pulled to left and departed runway into ploughed field. Substantial damage. Two POB, no injuries. AAIB AARF investigation.

Precis :

CAA Closure: The aircraft had just become airborne when the engine lost power. A forced landing in a field resulted in a ground loop and collapse of the nose landing gear. AAIB Bulletin 04/2010, ref: EW/G2009/10/08.

A/C Type :	Cessna 182 Skylane	Occurrence Number :	200912931
Flight Phase :	Take Off	Occurrence Date :	27 Nov 2009
Classification :	UK Reportable Accident	Location :	Fenland
Events :	Flight Crew Occurrence Loss of A/c Control Runway Excursion Reportable Accident	Location Info :	

Pretitle :

UK Reportable Accident: A/c caught edge of runway and flipped over during take-off roll. A/c inverted in wheat field. Substantial damage. One POB, no injuries. AAIB AARF investigation.

Precis :

CAA Closure: On entering the grass runway at Fenland Airfield with the intention of taking off, the pilot reported applying power before the aircraft was fully aligned with the runway. Shortly after full power was selected, the aircraft entered the edge of the adjacent wheat field, which was very wet following recent rain. As the aircraft came to a rapid stop, it turned over. AAIB Bulletin 03/2010, Ref: EW/G2009/11/13.

A/C Type :	Piper PA28	Occurrence Number :	201001428
Flight Phase :	Take Off	Occurrence Date :	19 Feb 2010
Classification :	UK Reportable Accident	Location :	Full Sutton
Events :	Flight Crew Occurrence Loss of A/c Control Runway Excursion Reportable Accident	Location Info :	

Pretitle :

UK Reportable Accident: Aircraft departed left side of runway during take-off roll and came to rest in ploughed field. Substantial damage. One POB, minor injuries. AAIB AARF investigation.

Precis :

CAA Closure: A student pilot undertaking a solo navigational exercise attempted to take-off from Full Sutton Airfield. During the take-off run, the aircraft veered to the left of the runway and came to rest in an adjacent ploughed field. AAIB Bulletin 05/2010, Ref: EW/G2010/02/09.

A/C Type :	Piper PA28	Occurrence Number :	201001465
Flight Phase :	Take Off	Occurrence Date :	19 Feb 2010
Classification :	UK Reportable Accident	Location :	Abbots Bromley Private Strip
Events :	Loss of A/c Control Runway Overrun Ground (AD) Collision - Obstacle / Vehicle Flight Crew Occurrence Reportable Accident	Location Info :	Abbots Bromley

Pretitle :

UK Reportable Accident: During take-off, aircraft failed to get airborne and crashed into a hedge. Substantial damage. Two POB, no injuries. AAIB AARF investigation.

Precis :

CAA Closure: The pilot intended to take off from R/W22 at Abbots Bromley. The grass runway is 680m long and is up sloping either side of the centre. The runway surface was reportedly firm and covered with one to two centimetres of snow from a recent shower; the aircraft itself was free of snow. The initial acceleration appeared normal and the aircraft lifted off approximately halfway along the runway. It immediately drifted to the left, which the pilot corrected. It then touched down twice on the now up sloping runway. It failed to climb and passed through two hedges before coming to rest in a field with its RH wing detached. Neither occupant was injured and both vacated the aircraft through the main door. AAIB Bulletin 05/2010, Ref: EW/G2010/02/10.

A/C Type :	Piper PA34 Seneca	Occurrence Number :	201002302
Flight Phase :	Initial Climb	Occurrence Date :	16 Mar 2010
Classification :	UK Reportable Accident	Location :	Sturgate
Events :	Flight Crew Occurrence Fire (not engine) Reportable Accident	Location Info :	

Pretitle :

UK Reportable Accident: Landing gear retracted on rotation and the a/c landed heavily on runway. Substantial damage. One POB, no injuries. AAIB AARF investigation.

Precis :

CAA Closure: The a/c was taking off on a short flight. At about the point of rotation the pilot stated that all three landing gears started to retract and the a/c settled onto its belly. After coming to a halt, the pilot evacuated the a/c and noticed a small fire had developed under the left wing trailing edge. This was extinguished by the airfield fire service who rapidly deployed to the scene. Examination of the a/c showed that all three landing gears were up and locked, with no scuffing apparent on the doors or tyres. The damage to the propeller tips was consistent with them striking the runway under low power. The pilot stated that he either accidentally caught the landing gear selector or there had been "a mechanical problem". No electrical or mechanical defects were found after investigation. AAIB Bulletin 11/2010. Ref: EW/G2010/03/09.

A/C Type :	Microlight	Occurrence Number :	201002480
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Flight Phase :	Initial Climb	Occurrence Date :	21 Mar 2010
Classification :	UK Reportable Accident	Location :	Sandy
Events :	Loss of A/c Control Flight Controls Problems / Jammed Flight Crew Occurrence A/c Maintenance Reportable Accident	Location Info :	Bedford Microlight Centre

Pretitle :

UK Reportable Accident: A/c banked right after take-off, RH wing dipped during attempted landing and a/c crashed. Substantial damage. Two POB, both with serious injuries. AAIB Field investigation.

Precis :

CAA Closure: After rotation, the flex-wing microlight entered a constant gradual right turn, which could not be controlled by the pilot. Eventually the a/c lost height, the RH wingtip hit the ground and the a/c came to rest in a field. The investigation identified that the battens, received with the wreckage, had been adjusted significantly more than the manufacturer's published limits permitted. AAIB Bulletin 01/2011, Ref: EW/C2010/03/03.

A/C Type :	Grob G109	Occurrence Number :	201002918
Flight Phase :	Take Off	Occurrence Date :	03 Apr 2010
Classification :	UK Reportable Accident	Location :	Wing Farm
Events :	Adverse Weather Loss of A/c Control Collision - Ground/Water/Object (Not CFIT Not AD) Flight Crew Occurrence Reportable Accident	Location Info :	Warminster

Pretitle :

UK Reportable Accident: During take-off, a/c almost became airborne, then touched down and skidded into a hangar and trees. One POB, no injuries. AAIB AARF investigation.

Precis :

CAA Closure: The a/c overran the runway and collided with trees and a hangar during an attempted take-off in conditions in which the a/c performance was marginal. AAIB Bulletin 09/2010, Ref: EW/G2010/04/03.

A/C Type :	Cirrus SR22	Occurrence Number :	201002832
Flight Phase :	Take Off	Occurrence Date :	05 Apr 2010
Classification :	UK Reportable Accident	Location :	White Waltham
Events :	Loss of A/c Control Fire (not engine) Flight Crew Occurrence Reportable Accident	Location Info :	

Pretitle :

UK Reportable Accident: A/c took off, tilted and then crashed. Two POB, no injuries. A/c destroyed. AAIB Field investigation.

Precis :

CAA Closure: During takeoff on the undulating grass runway, the a/c became airborne at a low speed, rolled rapidly and cartwheeled. The runway profile and the pilot's lack of training and experience on the a/c type were possible contributory factors. AAIB Bulletin 10/2010, Ref: EW/C2010/04/02.

A/C Type :	YAK 52	Occurrence Number :	201003706
Flight Phase :	Take Off	Occurrence Date :	24 Apr 2010
Classification :	UK Reportable Accident	Location :	Kilkerran Farm
Events :	Engine Malfunction Forced Landing Wheels Up Landing Reportable Accident	Location Info :	

Pretitle :

UK Reportable Accident: Forced landing in a field due to loss of engine power. Two POB, no injuries. Propeller damage. AAIB AARF investigation.

Precis :

CAA Closure: Whilst practising circuits, the a/c experienced a reduction in engine power leading to a wheels-up forced landing in a field with minimal damage. AAIB Bulletin 10/2010, Ref: EW/G2010/04/23.

A/C Type :	PZL-104 WILGA 35A	Occurrence Number :	201003969
Flight Phase :	Take Off	Occurrence Date :	06 May 2010
Classification :	UK Reportable Accident	Location :	Hinton in the Hedges
Events :	Loss of A/c Control Reportable Accident	Location Info :	

Pretitle :

UK Reportable Accident: A/c crashed while towing a promotional banner which became wrapped around a/c tail. A/c came to rest inverted. Two POB, one minor, one serious injury. AAIB AARF investigation.

Precis :

CAA Closure: During an attempt to tow a banner, the tow line became wrapped around the tailplane, causing a nose down elevator input. The pilot maintained some control of the a/c but could not prevent it from impacting the ground. AAIB Bulletin 11/2010, Ref: EW/G2010/05/03.

A/C Type :	Microlight	Occurrence Number :	201004392
Flight Phase :	Initial Climb	Occurrence Date :	16 May 2010
Classification :	UK Reportable Accident	Location :	Arclid Airfield
Events :	Flight Crew Occurrence Ground (AD) Collision - Obstacle / Vehicle Aircraft Occupant Injury / Death - Crew Aircraft Occupant Injury / Death - Pax Reportable Accident	Location Info :	nr Sandbach

Pretitle :

UK Reportable Accident: A/c hit hedge and landed inverted during attempted go-around after landing long. Substantial damage. Two POB, one serious, one minor injury. AAIB AARF investigation.

Precis :

CAA Closure: During the approach the a/c encountered turbulence whilst passing over trees short of the runway threshold, causing the touchdown to be later than planned. The pilot did not appreciate the need to execute a go-around sufficiently early and the a/c collided with the far boundary hedge, embedded in which was a wire fence. This resulted in the a/c suddenly coming to rest on its side, just beyond the hedge. AAIB Bulletin 10/2010, Ref: EW/G2010/05/09.

A/C Type :	Cessna C525 Citationjet	Occurrence Number :	201005246
Flight Phase :	Take Off	Occurrence Date :	07 Jun 2010
Classification :	UK Reportable Accident	Location :	Leeds Bradford (LBA)
Events :	Landing Gear Problems Rejected Take-Off Runway Overrun Reportable Accident	Location Info :	

Pretitle :

UK Reportable Accident: Take-off abandoned. Fire reported by ATC. A/c overran runway into fences due to braking problems. Substantial damage. Two POB, no injuries. AAIB Field investigation.

Precis :

CAA Closure: During the take-off run, the pilot judged that the a/c would not accelerate to V1 and decided to reject the take-off. As he tried to stop the a/c, both brakes failed, the RH brake caught fire and the a/c ran off the end of the runway. The brakes were probably on, at least partially, during the take-off run. AAIB Bulletin 03/2011, ref: EW/C2010/06/02.

A/C Type :	MS Rallye	Occurrence Number :	201005999
Flight Phase :	Take Off	Occurrence Date :	18 Jun 2010
Classification :	UK Reportable Accident	Location :	Perranporth
Events :	Engine Malfunction Forced Landing Loss of A/c Control Collision - Ground/Water/Object (Not CFIT Not AD) Reportable Accident	Location Info :	

Pretitle :

UK Reportable Accident: Engine failure during touch and go. A/c force landed in field and came to rest in a hedge. Substantial damage. One POB, no injuries. AAIB AARF investigation.

Precis :

CAA Closure: Following a touch-and-go, the a/c suffered a sudden power loss whilst climbing through 400ft agl. The pilot executed a forced landing in a field, during which the a/c's wings, engine mount, nose landing gear and propeller were damaged. Subsequent engineering examination of the a/c did not positively identify the reason for the engine failure although an electrical fault was identified in the LH magneto primary lead that was sufficient to prevent the LH magneto from functioning. AAIB Bulletin 10/2010, Ref: EW/G2010/06/16.

A/C Type :	Microlight	Occurrence Number :	201008685
Flight Phase :	Initial Climb	Occurrence Date :	19 Jun 2010
Classification :	UK Reportable Accident	Location :	Old Sarum
Events :	Engine Shutdown Fuel Forced Landing Reportable Accident	Location Info :	Nr Airfield

Pretitle :

UK Reportable Accident: Power loss followed by engine stopping. Forced landing off aerodrome. One POB, minor injuries. AAIB AARF investigation.

Precis :

CAA Closure: The a/c had been flown earlier that morning to take part in the 'Fly-UK 2010' round-Britain event. The pilot completed the pre-flight checks and the a/c then took off. At around 800ft agl the engine started to lose power and a few seconds later, stopped. The pilot had a limited choice of options for a forced landing and chose a narrow strip of long grass alongside a fence. During the

approach the pilot allowed the airspeed to decay excessively and the a/c stalled at a height of between 6 and 10 ft. It then struck the ground, damaging the landing gear and both wings; the pilot was uninjured. The fuel pipe in the wing tank had recently been replaced and the pilot considered that a fuel problem associated with this pipe might have been a contributory factor. AAIB Bulletin 11/2010, Ref: EW/G2010/06/38.

A/C Type :	Jabiru	Occurrence Number :	201006159
Flight Phase :	Initial Climb	Occurrence Date :	22 Jun 2010
Classification :	UK Reportable Accident	Location :	Whiterashes Airstrip
Events :	Flight Crew Occurrence Icing Problems Engine/Malfunction Power Loss - Additional Engine Forced Landing Reportable Accident	Location Info :	

Pretitle :
UK Reportable Accident: Engine failure after take-off and forced landing made in a field. One POB, no injuries. Wing, landing gear and propeller damaged. AAIB AARF investigation.

Precis :
CAA Closure: The a/c suffered an engine failure following power reduction whilst on the downwind leg of a circuit. The pilot carried out a forced landing in a crop field, during which the a/c sustained damage. The prevailing meteorological conditions at the time of the accident were favourable for the formation of serious carburettor icing at descent power settings. Lack of application of carburettor heat and subsequent carburettor icing were the most likely causes of the engine failure. The pilot was uninjured. AAIB Bulletin 11/2010. Ref: EW/G2010/06/21.

A/C Type :	Glider	Occurrence Number :	201008244
Flight Phase :	Initial Climb	Occurrence Date :	08 Aug 2010
Classification :	UK Reportable Accident	Location :	Bicester
Events :	A/c Structure Failure / Malfunction Loss of A/c Control Aircraft Occupant Injury / Death - Crew Flight Crew Occurrence Reportable Accident	Location Info :	

Pretitle :
UK Reportable Accident: Wings folded and separated during winch launch and a/c crashed onto airfield. A/c destroyed. One POB with fatal injuries. AAIB Field investigation.

Precis :
CAA Closure: During the second winch launch of the day, the wings of the glider separated from the fuselage. The pilot sustained fatal injuries in the resulting impact. The investigation determined that when the a/c was rigged, the lower bevel bolt of the wing main fitting had not fully engaged with the lower lug stack of the main spar joint and it was not possible to detect this condition. As a consequence, when the glider became airborne, the partially secured joint was unable to sustain the wing bending moments associated with the winch launch and the lower bevel bolt failed. This allowed the lower attachment lugs to disengage and the wings to fold upwards and separate from the fuselage. Two safety recommendations, nrs 2011-003 and 2011-004 addressed to the European Aviation Safety Agency (EASA), have been made as a result of the investigation. AAIB Bulletin 05/2011, Ref: EW/C2010/08/02.

A/C Type :	Glider	Occurrence Number :	201008686
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Flight Phase :	Take Off	Occurrence Date :	18 Aug 2010
Classification :	UK Reportable Accident	Location :	Husbands Bosworth
Events :	Loss of A/c Control Ground (AD) Collision - Obstacle / Vehicle Reportable Accident	Location Info :	

Pretitle :

UK Reportable Accident: A/c crashed on take-off subsequent to report that air brake had extended. One POB, minor injuries. A/c significantly damaged. Subject to BGA investigation.

Precis :

A/C Type :	Microlight	Occurrence Number :	201009668
Flight Phase :	Initial Climb	Occurrence Date :	01 Sep 2010
Classification :	UK Reportable Accident	Location :	Riseley
Events :	Engine Shutdown Forced Landing Reportable Accident	Location Info :	Sackville Farm Airstrip

Pretitle :

UK Reportable Accident: Engine failure during take-off. Forced landing in a field. One POB, no injuries. A/c destroyed. AAIB AARF investigation.

Precis :

CAA Closure: The pilot had been flying circuits for approximately 30mins with no abnormal indications. Then, following rotation and climb out to 200ft agl, the engine stopped abruptly with the rpm dropping to zero. The pilot landed in a field but touched down fast at around 50mph. The nosewheel dug into the ground and the a/c rolled over, causing extensive damage to the airframe but no injuries. AAIB Bulletin 02/2011, Ref: EW/G2010/09/02.

A/C Type :	Zenair (Microlight)	Occurrence Number :	201011384
Flight Phase :	Initial Climb	Occurrence Date :	07 Oct 2010
Classification :	UK Reportable Accident	Location :	Easter Nether Cabra
Events :	Engine/Malfunction Power Loss - First Engine Forced Landing Reportable Accident	Location Info :	Fetterangus

Pretitle :

UK Reportable Accident: Engine failure after take-off. Forced landing in a field. One POB, no injuries. Substantial a/c damage. AAIB AARF investigation.

Precis :

CAA Closure: The a/c suffered a power loss shortly after take-off. It was extensively damaged during the subsequent forced landing when it struck the upslope of a deep hollow that was not visible from the air. The power loss was thought to have been caused by an ignition system failure. AAIB Bulletin 03/2011, Ref: EW/G2010/10/05.

A/C Type :	Microlight	Occurrence Number :	201012075
Flight Phase :	Initial Climb	Occurrence Date :	23 Oct 2010
Classification :	UK Reportable Accident	Location :	North Coates
Events :	Windshear / Gusts Flight Crew Occurrence Reportable Accident	Location Info :	

Pretitle :

UK Reportable Accident: A/c lost control during attempted go-around. RH wingtip struck ground, a/c cartwheeled. Engine/cowl separated. Two POB, minor injuries. AAIB AARF investigation.

Precis :

CAA Closure: Due to the prevailing crosswind, which had increased since his departure one hour earlier, the pilot decided to land the a/c on a much shorter grass area adjacent to the threshold of the runway, which had a reduced crosswind component. During the latter stages of the approach, the pilot abandoned the landing, but at about 80ft, whilst banking right away from an area of trees, the a/c rolled rapidly to the right. The right wingtip struck the ground and the a/c cartwheeled. Both pilot and passenger sustained whiplash injuries to the neck. The pilot also suffered a broken left ankle. The a/c was destroyed. AAIB Bulletin 02/2011, Ref: EW/G2010/10/16.

A/C Type :	Autogyro	Occurrence Number :	201012354
Flight Phase :	Initial Climb	Occurrence Date :	01 Nov 2010
Classification :	UK Reportable Accident	Location :	Chiltern Park Aerodrome
Events :	Collision - Ground/Water/Object (Not CFIT Not AD) Flight Crew Occurrence Reportable Accident	Location Info :	

Pretitle :

UK Reportable Accident: A/c was unable to accelerate during climb out and conducted a forced landing in a field just ahead of the runway. Two POB, no injuries. AAIB AARF investigation.

Precis :

CAA Closure: The pilot was unable to accelerate the fully loaded a/c to climb speed after becoming airborne at too low an airspeed. The a/c landed heavily in a field beyond a row of trees at the end of the runway. AAIB Bulletin 02/2011, Ref: EW/G2010/11/01.

A/C Type :	Grumman AA5	Occurrence Number :	201012699
Flight Phase :	Initial Climb	Occurrence Date :	10 Nov 2010
Classification :	UK Reportable Accident	Location :	Cumbernauld
Events :	Engine Malfunction Forced Landing Collision - Ground/Water/Object (Not CFIT Not AD) Reportable Accident	Location Info :	

Pretitle :

UK Reportable Accident: Engine failure during climb out. MAYDAY declared. A/c struck wall during attempted forced landing. Substantial damage. Two POB, no injuries. AAIB AARF investigation.

Precis :

CAA Closure: Following pre-flight inspection, during which water was found and drained from the fuel tanks, and a number of aborted starts due to battery problems, satisfactory engine runs were performed. Shortly after take-off, at about 600ft agl the engine lost power. During the subsequent forced landing the a/c hit a concealed dry stone wall but both occupants escaped injury. The conditions at the time were close to those during which serious carburettor icing at any power could have occurred. AAIB Bulletin 02/2011, Ref: EW/G2010/11/03.

A/C Type :	Piper PA28	Occurrence Number :	201100889
Flight Phase :	Take Off	Occurrence Date :	28 Jan 2011
Classification :	UK Reportable Accident	Location :	Walton Wood Airfield

Events :	Rejected Take-Off Loss of A/c Control Runway Overrun Flight Crew Occurrence Reportable Accident	Location Info :
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Pretitle :

UK Reportable Accident: A/c overran runway into adjacent field during aborted take-off after failing to get airborne. Substantial damage. One POB, no injuries. AAIB AARF investigation.

Precis :

CAA Closure: A first attempt at take-off was aborted when it became apparent to the pilot that the a/c was not achieving flying speed. The a/c came to a halt at the end of the runway but assistance was required to recover it to the taxiway. A second attempt was made on the reciprocal runway after the pilot had off-loaded his passenger. The flaps were set at 25deg on this occasion; however the a/c once again failed to achieve flying speed and the take-off was aborted. The pilot was unable to halt the a/c before the end of the runway, with the result that it came to rest in a shallow ditch in a field beyond. It is possible that the soft nature of the ground was a significant factor in both take-off attempts. AAIB Bulletin 05/2011, Ref: EW/G2011/01/07.

A/C Type :	BE90 King Air	Occurrence Number :	201105281
Flight Phase :	Initial Climb	Occurrence Date :	18 May 2011
Classification :	UK Reportable Accident	Location :	Bournemouth
Events :	Engine/Malfunction Power Loss - First Engine Engine/Malfunction Power Loss - Additional Engine Reportable Accident	Location Info :	Kinson Manor Farm

Pretitle :

UK Reportable Accident: A/c crashed in a field shortly after take-off. Substantial damage. Two POB, no injuries. Subject to AAIB Field investigation.

Precis :

A/C Type :	Cessna 120	Occurrence Number :	201106044
Flight Phase :	Initial Climb	Occurrence Date :	02 Jun 2011
Classification :	UK Reportable Accident	Location :	Hucknall
Events :	Engine Malfunction Diversion /Return Loss of A/c Control Reportable Accident	Location Info :	Adjacent field

Pretitle :

UK Reportable Accident: A/c crashed in a field whilst returning to airfield following engine problems after take-off. Substantial damage. Two POB, minor injuries. Subject to AAIB AARF investigation.

Precis :

A/C Type :	Piper PA32	Occurrence Number :	201106115
Flight Phase :	Initial Climb	Occurrence Date :	03 Jun 2011
Classification :	UK Reportable Accident	Location :	Wycombe
Events :	Loss of A/c Control Reportable Accident	Location Info :	

Pretitle :

UK Reportable Accident: A/c lifted a few feet after rotation and then crashed beyond a hedge near end of runway. Substantial damage. Five POB, minor injuries. Subject to AAIB Field investigation.

Precis :

A/C Type :	SZD-51-1	Occurrence Number :	201106355
Flight Phase :	Initial Climb	Occurrence Date :	04 Jun 2011
Classification :	UK Reportable Accident	Location :	Husbands Bosworth
Events :	Flight Crew Occurrence Loss of A/c Control Reportable Accident	Location Info :	0.5 mile E

Pretitle :

UK Reportable Accident: Glider descended into field following early release from aero-tow take-off due to open air brakes. Substantial damage. One POB, no injuries. Subject to BGA investigation.

Precis :

A/C Type :	MTOSPORT	Occurrence Number :	201106302
Flight Phase :	Initial Climb	Occurrence Date :	05 Jun 2011
Classification :	UK Reportable Accident	Location :	Culbokie Airfield
Events :	Turbulence Problems Loss of A/c Control Ground (AD) Collision - Obstacle / Vehicle Reportable Accident	Location Info :	nr Inverness

Pretitle :

UK Reportable Accident: A/c unable to climb due to windshift, rotor clipped tree and a/c made controlled descent into clearing. Substantial damage. Two POB, no injuries. AAIB AARF investigation.

Precis :
