

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Thruster T600N 450, G-MGTV	
<b>No &amp; Type of Engines:</b>	1 Jabiru Aircraft PTY 2200A piston engine	
<b>Year of Manufacture:</b>	2002	
<b>Date &amp; Time (UTC):</b>	30 March 2012 at 1330 hrs	
<b>Location:</b>	Tandragee Airstrip, Portadown	
<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>	Collapsed nosewheel and cracked pod and windscreen	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	55 years	
<b>Commander's Flying Experience:</b>	250 hours (of which 30 were on type) Last 90 days - 4 hours Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The aircraft took off with an estimated 10 kt tailwind and stalled shortly after becoming airborne.

**History of the flight**

The pilot had planned to undertake a local flight with a passenger. The forecast indicated good weather, with northerly winds of 5-10 kt. The pilot reported that when he took off the wind conditions had become gusty with an estimated wind speed of 10 kt.

The airstrip is constructed of crushed stone and is orientated north-south, with a downhill gradient in the southerly direction. A hedge and a number of trees present obstacles at the edge of the airfield to the north. In order to take advantage of the runway slope and to

avoid the obstacles at the northern end, the pilot chose to take off in the southerly direction. He reported that shortly after becoming airborne at a height of 10-20 feet, the right wing dropped and, before he could react, the aircraft hit the ground. The pilot shut down the engine, which remained running after the impact, before he and the passenger vacated uninjured from the aircraft.

**Pilot's assessment of the cause**

In choosing the southerly direction for takeoff the pilot judged that the advantages conferred by the downhill slope and lack of obstacles outweighed the loss of performance due to the tailwind, but did not calculate the relative affects. He believed that insufficient airspeed

at takeoff, especially in view of the gusty conditions, led to the aircraft stalling at a height at which he could not react effectively to the situation.

*Performance*', and 12 - *'Strip Sense*', which are available from the CAA website at [www.caa.co.uk/safetysense](http://www.caa.co.uk/safetysense).

### **Comment**

Useful information for assessing aircraft performance, especially when operating from airstrips, is available in the CAA Safety Sense leaflets 7 - *'Aircraft*