

## Mainair Blade 912, G-BZTU

<b>AAIB Bulletin No:</b> 12/2004	<b>Ref:</b> EW/G2004/05/20	<b>Category:</b> 1.3
<b>Aircraft Type and Registration:</b>	Mainair Blade 912, G-BZTU	
<b>No &amp; Type of Engines:</b>	1 Rotax 912-UL piston engine	
<b>Year of Manufacture:</b>	2001	
<b>Date &amp; Time (UTC):</b>	31 May 2004 at 17.30 hrs	
<b>Location:</b>	Newbourne Road, Waldringfield, Suffolk	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 2	Passengers - None
<b>Injuries:</b>	Crew - 2	Passengers - N/A
<b>Nature of Damage:</b>	Extensive	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	37 years	
<b>Commander's Flying Experience:</b>	56 hours (all on type)	
	Last 90 days - 12 hours	
	Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The aircraft departed from a 300 metre grass strip, bounded by buildings and power cables, at 16.00 hrs. Takeoff was normal until 200 feet agl when a gust caused the left wing to drop, which required the pilot to make a large corrective control movement. The weather at the time was described as fine with a 4/7 kt easterly wind and temperature of 18°C. The pilot believed the gust was caused by local thermal activity and, although he experienced no further upsets during the remainder of the 90 minute flight, he decided to divert to a large neighbouring grass strip that was free of obstructions and over 600 metres long and 200 metres wide.

The approach and landing at the alternative landing area was uneventful. The pilot inspected the aircraft and as the thermal activity appeared to have died down, and the wind had reduced to a gentle easterly breeze, he elected to fly back to his home strip. The take-off run was made into wind and the aircraft climbed normally to around 80 feet agl. At this point, the aircraft banked steeply to the left and descended towards the ground. Despite the pilot taking corrective action, the aircraft crashed in an adjacent potato field in a wings level attitude. The aircraft came to rest approximately 100 metres from the beginning of the take-off run and 50° to the left of the take-off direction. The trike was severely damaged and both the pilot and passenger were seriously injured. The pilot had been restrained by a lap strap and the passenger a four-point harness.

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The pilot later stated that a farmer, standing near an adjacent barn, reported that around the time of the accident there was a southerly gust of wind with sufficient strength to loosen the roof sheets on his barn. The pilot believes that the upset during the climb was caused by this gust.