

# **Aeronca 11CC Super Chief, G-BTRI, 11 April 1996**

**AAIB Bulletin No: 6/96 Ref: EW/G96/04/09 Category: 1.3**

**Aircraft Type and Registration:**Aeronca 11CC Super Chief, G-BTRI

**No & Type of Engines:**1 Continental C85-8F piston engine

**Year of Manufacture:**1948

**Date & Time (UTC):**11 April 1996 at 1130 hrs

**Location:**Lynton Cross, near Ilfracombe, Devon

**Type of Flight:**Private

**Persons on Board:**Crew - 1 Passengers - None

**Injuries:**Crew - None Passengers - N/A

**Nature of Damage:**Damage to left wing, engine and propeller

**Commander's Licence:**Basic Commercial Pilot's Licence

**Commander's Age:**59 years

**Commander's Flying Experience:**3,972 hours (of which 85 were on type)

Last 90 days - 5 hours

Last 28 days - 5 hours

**Information Source:**Aircraft Accident Report Form submitted by the pilot

On the 8 April 1996 while flying along the North Devon coast with the object of returning to his base at Bristol, the pilot had been forced to make a precautionary landing in a field due to deteriorating weather. He returned to his aircraft on the 10 April 1996 but the weather conditions were unsuitable for takeoff due to a persistent mist. The following day, as the weather was forecast to clear, he arrived at his aircraft at 1000 hrs to fly it out of the field. By 1115 hrs the weather had cleared apart from some patches of mist to the east. The wind was calm and the pilot decided to take off to the west. As the aircraft was lined up at the end of the field, a patch of mist appeared from the south and the pilot decided to take off before it obscured the field. During the take off run, the mist thickened considerably, but the pilot decided to continue, expecting to clear the patch of mist quickly. However, he did not clear the mist as expected and shortly afterwards saw a fence ahead of him. Appreciating that the aircraft had deviated from the planned take off run in the mist and that he was now too close to the fence to abandon the take off safely, he decided to continue with the option of landing in the field beyond should the weather deteriorate further. Having become airborne the

pilot could see that the rising ground ahead was also becoming covered with mist so he elected to turn left and land beyond a hedge into a nearby field. As he approached he was forced to turn to avoid a tree in the hedge and the aircraft stalled into the tree. The pilot was uninjured and was able to release himself safely from the aircraft.