

## Denney Kitfox Mk 2, G-BZLO

<b>AAIB Bulletin No: 3/2004</b>	<b>Ref: EW/G2004/01/01</b>	<b>Category: 1.3</b>
<b>Aircraft Type and Registration:</b>	Denney Kitfox Mk 2, G-BZLO	
<b>No &amp; Type of Engines:</b>	1 ROTAX 582 piston engine	
<b>Year of Manufacture:</b>	2001	
<b>Date &amp; Time (UTC):</b>	4 January 2004 at 1450 hrs	
<b>Location:</b>	Woodlands Barton Farm, Roche, Cornwall	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - 1 (Serious)	Passengers - N/A
<b>Nature of Damage:</b>	Severe damage to the aircraft nose and cockpit area	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	59 years	
<b>Commander's Flying Experience:</b>	862 hours (of which 110 were on type)	
	Last 90 days - 8 hours	
	Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

### History of flight

The pilot had planned to carry out a short private flight from Woodlands Barton Farm, a private grass strip near the village of Roche which is some 10 nm east of Newquay. Having prepared his aircraft, the pilot watched another aircraft take off and noted that its run was longer than normal due to the calm wind conditions. The weather was good with no cloud and visibility in excess of 10 km. The pilot elected to use Runway 01 for takeoff, which is a grass runway 320 metres long by approximately 13 metres wide. Whilst the take-off run was longer than normal, the aircraft became safely airborne, climbed to 1,400 feet and flew to the village of Rock near Padstow.

Having orbited Rock, the pilot returned to Woodlands, joining overhead and descending to a circuit height of 500 feet and reducing IAS from 74 mph to between 55 and 60 mph. The pilot did not select the flaperons down since this restricted control movement but instead he carried out a side slip approach to Runway 01. As he neared the runway, the pilot considered that there was insufficient runway remaining on which to land and stop the aircraft. He carried out a go-around, initially without applying maximum power, in order to check the windsock to see if there was a tail wind present, which there was not.

The aircraft continued to climb to a height the pilot estimated to be between 70 and 90 feet before commencing a left-hand circuit at this height. The IAS was maintained at approximately 40 mph and the ground track converged on the runway rather than paralleling it. As the pilot turned onto the final approach, he realised that unless he tightened the turn he would go through the centreline. He increased the angle of bank to some 50° at which point the left wing started to stall and the pilot applied full power in order to correct the situation. The wing dropped rapidly and the aircraft struck the ground in a nose-down attitude, seriously injuring the pilot.

Friends of the pilot witnessed the accident and whilst one telephoned the emergency services the other ran to his assistance. The pilot had received serious head, leg and chest injuries but there was no fire.

The four-point restraint harness probably prevented more serious injury. The pilot was removed from the wreckage and conveyed to hospital in an air ambulance helicopter.

**Conclusion**

The pilot concluded that the accident occurred when, having drifted closer to the runway on the downwind leg than he intended, he had tightened his left turn onto the final approach at a low height and low speed in order to prevent the aircraft passing through the runway centreline. The combination of low airspeed and high angle of bank had caused the left wing to stall.