

ACCIDENT

Aircraft Type and Registration:	Cirrus SR20, N781CD	
No & Type of Engines:	1 Teledyne Continental Motors IO-360 piston engine	
Year of Manufacture:	2004 (Serial no: 1423)	
Date & Time (UTC):	15 March 2014 at 1430 hrs	
Location:	Sleap Airfield, Shropshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 3
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to landing gear, tail surfaces and propeller	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	57 years	
Commander's Flying Experience:	212 hours (of which 14 were on type) Last 90 days - 13 hours Last 28 days - 4 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft took off at a relatively high weight with a gusty 20 kt wind blowing directly across the runway from left to right. Shortly after lift off, the aircraft rolled sharply right and entered a series of oscillations. The pilot, feeling that his control effectiveness was reducing, landed the aircraft on rough ground within the airfield boundary.

History of the flight

The pilot prepared for a local flight with three passengers, expected to last between 60 and 75 minutes. The weather conditions were fine, but the westerly wind of about 20 kt plus occasional gusts was blowing directly across Runway 36, which was in use. The pilot provided a copy of a completed weight and balance loading form for the flight, which showed a takeoff mass of 2,845 lb; the maximum permitted was 3,000 lb.

Runway 36 was 775 m long. The pilot recalled wondering why Runway 23 was not in use, and assumed it was not available at that time. With all pre-takeoff checks complete, the aircraft commenced its takeoff run. Shortly after lift off, the aircraft banked sharply right, which the pilot attributed to a gust of wind. As the aircraft deviated away from the runway centreline, the pilot attempted to correct, but the aircraft entered a series of oscillations. The pilot felt the controls were becoming less responsive and later thought this may have been due to the aircraft becoming subject to a tailwind component as it deviated to the right.

The pilot felt his only option was to land the aircraft. He believed it touched down on a section of disused runway before crossing onto farmland, still within the airfield boundary. As the aircraft passed over the rough ground, it sustained damage to the propeller and tail. The aircraft was brought to a stop and secured, before the airfield fire truck arrived on scene.