

Taylor Monoplane, G-APRT, 9 April 1996

AAIB Bulletin No: 8/96 Ref: EW/G96/04/06 Category: 1.3

Aircraft Type and Registration: Taylor Monoplane, G-APRT

No & Type of Engines: 1 Ardem 4CO2 MKX piston engine

Year of Manufacture: 1959

Date & Time (UTC): 9 April 1996 at 1527 hrs

Location: Rochester Airport, Kent

Type of Flight: Private (flight test)

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Landing gear and propeller damaged

Commander's Licence: Private Pilot's Licence with IMC Rating

Commander's Age: 31 years

Commander's Flying Experience: 451 (of which 12 were ontype)

Last 90 days - 4 hours

Last 28 days - 3 hours

Information Source: Aircraft Accident Report Form submitted by the pilot and AAIB telephone inquiries

The aircraft was taking off on grass Runway 20R at Rochester Airfield. The wind immediately after the accident was noted as 5 knots from 240°M and the weather was good. The runway length is 827 metres and the surface condition was described as dry and good, with short grass.

The flight was being made in order to conduct a flight test for renewal of the Permit to Fly. It was the third take off following recent repairs after a previous accident (AAIB Bulletin 6/94). On this occasion the aircraft had tipped onto its nose in the course of a forced landing resulting from engine power loss and had damaged the propeller and left landing gear. The aircraft landing gear consists of a sprung strut main leg under each wing and a leaf-spring tail skid with a steerable pad at the rear of the fuselage.

The pilot reported that he angled the take-off run on the runway axis to reduce the crosswind component. As lift-off speed was approached, the aircraft began veering to the left and the pilot was unable to maintain directional control. The aircraft bounced and came to rest on the left side of the runway approximately half way along its length with the left main landing gear leg bent and the right leg broken off. The pilot was wearing a full harness and was uninjured and evacuated the open cockpit without difficulty.

It was reported that after the accident the left landing gear torque link was found to have broken and the wheel was thought to have turned sideways during the take-off run.