

**Aircraft Type and Registration:** Slingsby T67A, G-BJZN

**No & Type of Engines:** 1 Lycoming O-235-L2A piston engine

**Year of Manufacture:** 1982

**Date and Time (UTC):** 28 February 1988 at 1403 hrs

**Location:** Barton (Manchester) Airfield

**Type of Flight:** Private (pleasure)

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

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

**Nature of Damage:** Propeller, engine cowling and nose landing gear

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 35 years

**Commander's Total Flying Experience:** 75 hours (of which 63 were on type)

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

The pilot reported an uneventful take-off until the aircraft reached a height of about 40 feet when the cockpit canopy blew back to the fully open position causing severe airframe buffeting and the immediate loss of flight case, map, checklists etc as they were sucked out of the aircraft.

Power was reduced to decrease the severe buffeting and to re-land but as the aircraft then appeared to be descending into a 12 feet wide drainage ditch just beyond the upwind end of the runway the throttle was opened briefly. The aircraft flew over the ditch but landed heavily on the other side and rolled a short distance before the nosewheel collapsed causing the propeller to strike the ground and stop the engine.

The pilot vacated the aircraft after turning off the master switches but was unable to switch off the fuel as part of the linkage was jammed against the bulkhead and could not be moved.

The pilot remembered lowering the canopy after fastening his harness but probably left it unlocked to improve ventilation and subsequently forgot to lock it before take-off.