

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Rotorsport UK MT-03, G-CEUI	
<b>No &amp; Type of Engines:</b>	1 Rotax 912 ULS piston engine	
<b>Year of Manufacture:</b>	2007	
<b>Date &amp; Time (UTC):</b>	9 May 2008 at 1750 hrs	
<b>Location:</b>	Kirkbride Airfield, Cumbria	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to airframe, rotors and tail	
<b>Commander's Licence:</b>	Student	
<b>Commander's Age:</b>	42 years	
<b>Commander's Flying Experience:</b>	30 hours (all of which were on type) Last 90 days - 27 hours Last 28 days - 20 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

On the student's first solo flight, the aircraft's nose rose sufficiently high during takeoff for the aircraft to lose airspeed and lift and it subsequently impacted the ground from a height of about 10 ft.

## History of the flight

The student had completed three successful training flights with his instructor on the day of the accident after which the instructor considered the student ready for his first solo flight. The instructor vacated the aircraft and the student pre-rotated the rotors, pulled the control stick back, released the brake and gradually increased power for takeoff. He had been advised by his instructor that the forces on the control stick would seem different with only one person on board and he

reported that when he pulled back on the stick it felt heavier than normal.

Shortly after it began its takeoff roll, the nose of the aircraft rose began to rise and, despite pushing the control stick forward, the student reported that he was unable to prevent the rise continuing. This resulted in the aircraft losing airspeed and then lift, dropping to the ground from a height of about 10 ft. The pilot was uninjured although the aircraft sustained damage in the impact.

The instructor considered that the cause of the accident was a loss of lift caused by the aircraft "falling behind the drag curve" due to insufficient application of nose-down input on the flying controls.