

ACCIDENT

Aircraft Type and Registration:	Pioneer 200 Alpi, G-CEVJ	
No & Type of Engines:	1 Rotax 912-UL piston engine	
Year of Manufacture:	2007	
Date & Time (UTC):	14 June 2008 at 1000 hrs	
Location:	Franklyns Field, near Wells, Somerset	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to landing gear, firewall, engine bearer and propeller	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	63 years	
Commander's Flying Experience:	136 hours (of which 16 were on type) Last 90 days - 7 hours Last 28 days - 4 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

During the final stages of the approach to land, the pilot found that movement of the control stick became impeded by a kneeboard strapped to his thigh. In an attempt to free the controls he pulled back hard on the control stick. The stick then freed suddenly, resulting in a full-aft control input being applied and the aircraft stalling into the ground.

History of the flight

The pilot and passenger departed Franklyns Field, a small grass airstrip, at 1100 hrs local time and conducted a short flight consisting of two circuits to test engine cooling performance. During final approach to land back at the airfield, aft movement of the

control stick became impeded. In an attempt to free the controls the pilot pulled back hard on the stick, which then freed suddenly and resulted in a full-aft control input being applied to the aircraft. The aircraft pitched nose high and stalled into the ground from a height of approximately 10 ft, causing extensive damage to the aircraft but no injuries to the pilot or passenger. The pilot realised that the kneeboard strapped to his left thigh had slipped round and caused the restriction in control stick movement.

Comment

Obstruction of controls by kneeboards is not a new problem and was highlighted in a CAA General

Aviation Safety Information Leaflet (GASIL), published in September 2003. Whilst kneeboards are a useful pilot aid during the cruise phase of flight,

the GASIL recommends that they be placed in a safe, secure stowage position during critical phases of flight such as takeoff and landing.