

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Ikarus C42 FB100, G-FLYC	
<b>No &amp; Type of Engines:</b>	1 Rotax 912 ULS piston engine	
<b>Year of Manufacture:</b>	2005 (Serial no: 0503-6656)	
<b>Date &amp; Time (UTC):</b>	2 January 2015 at 1230 hrs	
<b>Location:</b>	Lower Upham Airfield, Hampshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Damage to nose leg, propeller, wheel spats, wing struts and left wing	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	55 years	
<b>Commander's Flying Experience:</b>	298 hours (of which 276 were on type) Last 90 days - 13 hours Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The pilot commenced takeoff from the left side of the grass runway in order to avoid wetter ground to the right. There was a crosswind from the right and the aircraft deviated to the left early in the takeoff roll. The pilot abandoned the takeoff and attempted to slow the aircraft, but wheel braking was ineffective on the wet surface. The pilot was unable to prevent the aircraft leaving the runway on the left-hand side, where it encountered a drainage ditch and came to an abrupt stop.

**History of the flight**

The pilot planned for a navigation exercise to Compton Abbas airfield, 35 nm to the west. The weather was fine, but with strong winds forecast at 2,000 ft. Takeoff was planned for Runway 22, a grass runway 648 m long. The runway surface was wet and there was a 10 kt surface wind from 280°.

As the aircraft taxied along the runway prior to takeoff, the pilot experienced some handling difficulty on the wet ground and noted that the aircraft was slipping on occasions, but not to the extent that she was concerned. The pilot lined the aircraft up for takeoff to the left of the centreline in order to avoid wet ground to the right. Without stopping, she applied full throttle to commence the takeoff run, while holding the control column to the right and slightly aft to cater for the crosswind.

After a short distance, the aircraft began to deviate to the left. The pilot was unable to correct the deviation and decided to abandon the takeoff run. She applied the wheel brakes but there was no noticeable retardation. The aircraft's left main wheel ran into a drainage ditch, causing it to yaw rapidly to the left and pitch nose-down, coming to an abrupt stop. The pilot and her passenger, who were both uninjured, shut the aircraft down and vacated.