

INCIDENT

Aircraft Type and Registration:	Streak Shadow SA, G-BXVD
No & Type of Engines:	1 Rotax 912-UL piston engine
Year of Manufacture:	1999 (Serial no: PFA 206-13304)
Date & Time (UTC):	16 April 2015 at 1911 hrs
Location:	Rossall Field airstrip, Cockerham, Lancashire
Type of Flight:	Taxiing familiarisation only
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - 1 (Serious) Passengers - N/A
Nature of Damage:	Right wing, fuselage and landing gear damaged
Commander's Licence:	National Private Pilot's Licence
Commander's Age:	60 years
Commander's Flying Experience:	366 hours (of which 0 hours were on type) Last 90 days - 0 hours Last 28 days - 0 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

Synopsis

The aircraft was being taxied for practice, with no intention of flight. Whilst undertaking a fast taxi along Runway 02 at Rossall Field airstrip, the pilot lost directional control and the aircraft departed the runway. During the runway excursion, the pilot inadvertently applied full power and the aircraft briefly became airborne before landing heavily, causing extensive damage to the aircraft and serious injuries to the pilot.

History of the flight

The pilot had recently purchased the aircraft and the majority of his flying experience had been gained on flex-wing weightshift microlights. He had partially completed a conversion course to fly three-axis microlights in 2009, but had not flown this type of aircraft since. As the pilot had recently serviced the aircraft's engine, he performed an engine run before commencing taxiing practice around the airfield for approximately 30 minutes. The pilot reported that this was in order to improve his proficiency in taxiing the Streak Shadow as it was different from the microlights he had previously flown. He then performed a fast taxi along Runway 02, towards a hangar where he kept the aircraft and where he intended to put it away.

During the fast taxi the pilot lost directional control and the aircraft departed the runway to the left, into rough grass. The pilot increased power and he reported that he felt the elevators "banging" as the aircraft ran over rough ground, so he held the control column

aft to stop this. Shortly afterwards the aircraft's nosewheel dropped into a pothole and the pilot's left hand fell forwards, inadvertently moving the throttle to the fully open position. The aircraft became airborne and the pilot reduced power and pitched nose-down, but there was insufficient height to prevent a heavy landing during which the pilot sustained a crushed vertebra and a cracked rib and sternum. The aircraft came to rest in a level attitude having sustained damage to the right wing, landing gear and fuselage.

The pilot stated that he considered the accident could have been avoided if he had reduced power as soon as the aircraft had departed from the runway. The aircraft was equipped with a three-point harness of which the pilot had only fastened the lap strap, as he did not intend to fly the aircraft. He noted that had the harness' shoulder strap also been fastened, it is probable that his body would not have moved forward when the nosewheel dropped into the pothole, thereby avoiding the inadvertent application of full power.