AAIB Bulletin No: 4/93	**Ref: EW/G93/02/09**	**Category: 1c**
Aircraft Type and Registration:	Maule M5-235C Lunar Rocket, G-BICX	
No & Type of Engines:	1 Lycoming O-540-J1A5D piston engine	
Year of Manufacture:	1979	
Date & Time (UTC):	21 February 1993 at 0945 hrs	
Location:	Compton Chamberlayne, Wiltshire	
Type of Flight:	Private	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to right tailplane, elevator and balance horn	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	48 years	
Commander's Flying Experience:	46 hours (of which 1 was on type) Last 90 days - 16 hours Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

This aircraft has a tailwheel landing gear configuration, and was being flown from a private landing strip at Compton Chamberlayne for the purpose of type familiarisation and conversion. The commander was operating under the supervision of a Qualified Flying Instructor (QFI), who held a Basic Commercial Pilot's Licence with some 7,600 hours total flying experience, which included two hours on this type of aircraft. The QFI suggested that the commander handle the aircraft for the take-off, and estimated that the surface wind at the time was northerly at 10-12 kt. The runway was aligned in an east-west direction, and a decision was made to take-off towards the east. The initial part of the take-off run proceeded normally, the commander compensating for an initial swing to the left with opposite rudder. After lift off, the aircraft drifted to the right and began to sink. The QFI took over control, but his recovery action was unable to prevent the tail contacting one of the fence posts which formed the boundary of the grass strip, which was approximately 22 metres wide. There was insufficient distance available to effect an immediate landing, so the aircraft was flown to Compton Abbas airfield, where an uneventful landing was completed by the QFI. The nature of the damage to the aircraft was discovered during the post-flight inspection.

A Met. Office aftercast for the area indicated that at the time of the accident, there was a near northerly airstream over the area, which would have given a surface wind of 340° (true) at 20 kt, gusting to 30 kt, with isolated peak gusts to 35 kt. The upper wind at 1,000 feet was 350° (true) at 30 kt.

The QFI commented that the directional swing and sink experienced by the aircraft may have been the result of wind shear.