

Europa XS, G-ROOV

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Category: 1.3

INCIDENT

Aircraft Type and Registration:	Europa XS, G-ROOV
No & Type of Engines:	1 Rotax 914UL piston engine
Year of Manufacture:	1999
Date & Time (UTC):	31 March 2000 at 1800 hrs
Location:	Shobdon Aerodrome, Herefordshire
Type of Flight:	Private
Persons on Board:	Crew 2 - Passengers - None
Injuries:	Crew None - Passengers - N/A
Nature of Damage:	Minor damage to wing and propeller
Commander's Licence:	Airline Transport Pilots Licence
Commander's Age:	47 years
Commander's Flying Experience:	9,120 hours (of which 60 were on type) Last 90 days - 100 hours Last 28 days - 30 hours

Information Source: Aircraft Accident Report Forms submitted by the pilot

A circuit training detail was being performed by the aircraft owner who was undergoing conversion training under the auspices of the CAA approved Popular Flying Association Coaching Scheme. The owner had approximately 5 hours experience on type. Take off and landing was from Runway 27 which has an asphalt surface. The weather conditions were dry with good visibility and the surface wind was 240/270° at less than 5 kt. The aircraft being flown was a homebuilt EUROPA XS with a single main wheel undercarriage with outriggers and a steerable tail wheel (the aircraft can also be constructed with a tricycle landing gear configuration).

After a successful touchdown on the fourth landing of a planned one hour's training detail, the left wing dropped and came into contact with the runway surface. Full right rudder was applied to counter the swing to the left, which resulted in the aircraft swinging back towards the runway. Under braking the aircraft swung further and tipped onto its nose, damaging two of the three propeller blades. The aircraft then settled back onto its tail wheel with the engine stopped. On vacating the aircraft the left outrigger was found to be locked down, but was noted to be marked as if it had been bent backwards. No injuries were sustained and the aircraft was then taxied back to the hangar under its own power.

The PFA coaching pilot had kept his hands free from the controls during the approach and had instructed the owner that he was to complete the landing unassisted. The coaching pilot felt that the owner had completed a successful touchdown but had then relaxed concentration and failed to stop the initial swing. The owner was of the opinion that the left outrigger may have temporarily unlocked, possibly due to a misrig of the left outrigger mechanism, allowing the left wing to contact the ground. The owner did not investigate this further as he has committed to modifying the aircraft to the tricycle landing gear configuration which has less challenging ground handling qualities.

This aircraft had experienced a similar incident on 16th March with the same handling pilot, however the only damage sustained on this occasion was slight damage to the paint on the port aileron.