

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Europa XS, G-FIZY	
<b>No &amp; Type of Engines:</b>	1 Rotax 912-UL piston engine	
<b>Year of Manufacture:</b>	2007	
<b>Date &amp; Time (UTC):</b>	30 March 2008 at 1415 hrs	
<b>Location:</b>	White Oxmead, 4 miles south west of Bath	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to landing gear, left wing, engine and propeller	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	61 years	
<b>Commander's Flying Experience:</b>	135 hours (of which 7 were on type) Last 90 days - 7 hours Last 28 days - 4 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

### Synopsis

Immediately after lifting off from an undulating grass runway, the aircraft's right wing dropped. The pilot applied left aileron to correct the roll, which resulted in the aircraft rolling sharply to the left. As it passed over the left edge of the runway, the aircraft struck a hedge and came to rest in an adjacent field. The pilot was uninjured.

### History of the flight

During the takeoff, the pilot applied slight back pressure to the control column as the aircraft accelerated past 50 kt. It then passed over a series of undulations in the runway surface which caused it to lift off and, as the aircraft rotated towards its climbing attitude, the right

wing started to drop. The pilot applied left aileron to correct the roll and this resulted in the left wing dropping rapidly and the aircraft turning to the left. After crossing the edge of the runway the aircraft struck a boundary hedge and came to rest on its nose in a field of standing crops approximately 40 m beyond the hedge. The pilot was uninjured and was able to leave the aircraft unassisted.

The reported weather in the area at the time of the accident gave the wind direction as 240° with a wind speed of 5 kt gusting to 15 kt. In view of the undulating nature of the runway surface it is possible that the aircraft became airborne before reaching its required takeoff speed. In

this situation, any decrease in airspeed due to the gusty nature of the wind may have resulted, momentarily, in the right wing becoming partially stalled, before responding to the left roll demand.