

Bolkow 207, D-EJBI, 4 May 2002 at 1205 hrs

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| AAIB Bulletin No: 8/2002 | Ref: EW/G2002/05/03 | Category: 1.3 |
| Aircraft Type and Registration: | Bolkow 207, D-EJBI | |
| No & Type of Engines: | 1 Lycoming O-360-A1A piston engine | |
| Year of Manufacture: | 1964 | |
| Date & Time (UTC): | 4 May 2002 at 1205 hrs | |
| Location: | Private landing site near Tenterden, Kent | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - None |
| Injuries: | Crew - 1 (minor) | Passengers - N/A |
| Nature of Damage: | Substantial | |
| Commander's Licence: | Private Pilots Licence | |
| Commander's Age: | 56 years | |
| Commander's Flying Experience: | 741 hours (of which 116 were on type) | |
| | Last 90 days - 6 hours | |
| | Last 28 days - 1 hour | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

The aircraft was being flown from Biggin Hill, where it was normally based, to a private farm strip near Tenterden, Kent. The pilot, who had not visited the strip before, described the landing area as fairly short but with a good clear approach path. He made an approach using 45° flap but at a late stage, finding he was not completely comfortable about landing, decided to go around. He applied full power and started to retract the flap but the aircraft rolled rapidly to the left and hit the ground, causing substantial damage. The aircraft was equipped with a recently fitted four point harness which the pilot later commented was effective in restraining him and prevented serious injury.

The aircraft is a tailwheel type, of wooden construction, utilising a 180 hp engine. The flaps are mechanically operated by means of a centrally mounted hand wheel. The maximum available flap setting is 60°. There is a cockpit warning light, which is illuminated whenever the flaps are at 45° or greater. This is because with more than 45° flap deployed in the event of a go-around the aircraft rate of climb may be less than 200 ft/min.

The pilot attributed the accident to his lack of anticipation of the sudden roll to the left when he applied full power. He commented that he had not previously performed a go around with the aircraft in a similar configuration. He felt that had he practised such a manoeuvre beforehand, at a safe height, he may have been more aware of the potential handling difficulty.