

ACCIDENT

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| Aircraft Type and Registration: | EV-97 Teameurostar UK Eurostar, G-CEDX | |
| No & Type of Engines: | 1 Rotax 912-UL piston engine | |
| Year of Manufacture: | 2006 (Serial no: 2827) | |
| Date & Time (UTC): | 29 July 2015 at 1230 hrs | |
| Location: | Dunkeswell Airfield, Devon | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - None |
| Injuries: | Crew - None | Passengers - N/A |
| Nature of Damage: | Left aileron damaged | |
| Commander's Licence: | National Private Pilot's Licence | |
| Commander's Age: | 50 years | |
| Commander's Flying Experience: | 271 hours (of which 271 were on type) Last 90 days - 3 hours Last 28 days - 0 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

The pilot was carrying out a flight from Gloucestershire Airport to Culdrose, with a refuelling stop at Dunkeswell. The weather on departure from Gloucester was: surface wind 300°/20 kt, 10 km visibility, with occasional showers. The flight to Dunkeswell was uneventful and, on arrival, an approach was flown to Runway 35 with three stages of flap set. The pilot noted that there was a strong crosswind from the left and made a "crabbing" approach, which was aborted at about 100 ft due to "instability". He flew a go-around and noticed that the wind was from about 270° and that Runway 22 was more into wind. With approval, he made an approach to Runway 22, again with three stages of flap, but just before touchdown a gust of wind caused the aircraft to bank to the left and the left aileron struck the ground. The pilot went around and diverted to Exeter. However, due to turbulence on approach to Runway 26 at Exeter, he returned to Gloucester following a handling check, landing there safely.

Having discussed the incident with an instructor, it was suggested that a flapless approach, with the higher resultant airspeed, would have been more appropriate.