

ACCIDENT

Aircraft Type and Registration:	Europa Trigear, G-BXGG	
No & Type of Engines:	1 Rotax 912 ULS piston engine	
Year of Manufacture:	1998 (Serial no: PFA 247-12803)	
Date & Time (UTC):	6 September 2015 at 0805 hrs	
Location:	Abbots Bromley Airfield, Staffordshire	
Type of Flight:	Private	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Propeller damaged and main landing gear legs bent	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	57 years	
Commander's Flying Experience:	296 hours (of which 86 were on type) Last 90 days - 5 hours Last 28 days - 2 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

During the takeoff roll the aircraft's pitch trim system commanded full nose-up trim, for reasons that were not determined. The pilot abandoned the takeoff but as the aircraft decelerated it departed the runway to the left, into standing crop, causing damage to the propeller and main landing gear legs.

History of the flight

The aircraft was departing Abbots Bromley Airfield on a flight to Sywell Aerodrome, a flight that the pilot had completed two days previously in G-BXGG without incident. Following normal pre-flight and pre-departure checks, during which the pilot set the all-flying tailplane trim tab to the takeoff position, the aircraft started its takeoff roll on Runway 05. The pilot estimated the wind during the takeoff to be northerly at 8 kt.

The pilot reported that during the takeoff roll he had to apply increasing forward pressure on the control column to maintain pitch control, until the pressure was sufficient that he had to use both hands. The pilot noted that the cockpit-mounted pitch trim indicator was displaying full nose-up trim and that it had changed from the position set prior to commencing the takeoff roll.

The pilot closed the throttle and applied the brakes, but as the aircraft decelerated it weathercocked into the crosswind and departed the runway to the left, coming to rest in

a crop of standing wheat approximately 30-40 m from the runway edge. The aircraft's propeller and main landing gear legs were damaged in the accident. The pilot shut the engine down and both occupants, who were uninjured, departed the aircraft without further incident. The pilot confirmed that the tailplane trim tab was in the full nose-up position.

A post-accident check of the electrically-actuated pitch trim system showed that it operated normally, and the cause of the pitch trim runaway on the accident flight was not identified. The pilot reported that having considered his actions during the accident, he regretted not closing the throttle earlier during the takeoff roll, once the pitch mis-trim became apparent, as this may have reduced the severity of the subsequent runway excursion.