

Europa, G-FLOR

AAIB Bulletin No: 9/2000 **Ref: EW/G2000/07/01** **Category: 1.3**

Aircraft Type and Registration: Europa, G-FLOR

No & Type of Engines: 1 Rotax 912UL piston engine

Year of Manufacture: 1999

Date & Time (UTC): 3 July 2000 at 1134 hrs

Location: Lydd Airport, Kent

Type of Flight: Private

Persons on Board: Crew - 2 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Damage to landing gear, propellers, propeller spinner and shock loading of engine

Commander's Licence: Private Pilot's Licence

Commander's Age: 70 years

Commander's Flying Experience: 5,419 hours (of which 21 were on type)

 Last 90 days - 9 hours

 Last 28 days - 6 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The flight was planned as refresher training for the owner who had not flown for some months. The Popular Flying Association coach (who acted as P1 for the flight) briefed the owner for upper airwork, circuits at Lydd Airport and some strip flying from the owner's airstrip. The weather at Lydd was fine with a wind of 180°/13 kt and good visibility.

The upper airwork proceeded uneventfully and the aircraft returned to Lydd Runway 22 for circuit training. The owner was briefed to carry out a full stop landing followed by a further take off. The approach to landing required some verbal input from the coach and the aircraft bounced on touchdown before coming to a halt. The coach decided to let the owner carry out the next take off as briefed but to take control shortly after the aircraft became airborne to debrief points on the approach and landing, and also to demonstrate a circuit.

The owner began the take-off roll without any difficulty, but the coach inadvertently took control before the aircraft became fully airborne. Immediately on taking control the coach had difficulty in controlling the aircraft's tendency to swing and he lost directional control. The aircraft departed from the right side of the runway and came to rest some 90° from the runway heading with damage to the propeller and undercarriage. The pilots, who were wearing lap and diagonal harnesses, vacated the aircraft without difficulty and were uninjured.

The coach assessed the cause of the accident as being his failure to maintain directional control of the aircraft after taking control from the owner at an inappropriate time.