

# Rutan Long-EZ, G-LUKE

<b>AAIB Bulletin No:</b> 12/2002	<b>Ref:</b> EW/G2002/09/23	<b>Category:</b> 1.3
<b>Aircraft Type and Registration:</b>	Rutan Long-EZ, G-LUKE	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-235-L2C piston engine	
<b>Year of Manufacture:</b>	1986	
<b>Date &amp; Time (UTC):</b>	26 September 2002 at 1334 hrs	
<b>Location:</b>	Wycombe Air Park, Bucks	
<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>	Nose landing gear collapsed	
<b>Commander's Licence:</b>	Airline Transport Pilots Licence	
<b>Commander's Age:</b>	55 years	
<b>Commander's Flying Experience:</b>	5,500 hours	
	Last 90 days - 86 hours	
	Last 28 days - 33 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot had recently purchased the aircraft and prepared for his first flight on type. He checked the weather conditions for takeoff and confirmed that Runway 25 at Wycombe Air Park had sufficient take-off run available.

To familiarise himself with the aircrafts ground handling characteristics, the pilot taxied the aircraft around the airfield before eventually lining up for takeoff. The engine RPM indication was within limits and the aircraft gradually accelerated along the runway but, with about 150 metres of runway remaining, the pilot became concerned that there was insufficient runway to become airborne safely and decided to abort the takeoff. He closed the throttle and commenced braking but was unable to prevent the aircraft leaving the paved surface and running about 30 metres into the grass overrun. As the aircraft crossed the grass under braking, the nose landing gear attachment casting failed and the nose landing gear leg detached from the aircraft. The pilot vacated the aircraft, uninjured, through the normal exit.

Preliminary investigations revealed no fault with the aircraft engine. The pilot expressed the view that braking effectiveness during the aborted takeoff might have been adversely affected as a result of higher than normal brake temperatures generated during the extended taxiing prior to takeoff.