

Europa, G-BWCV

AAIB Bulletin No: 2/98 Ref: EW/G97/10/26 Category: 1.3

Aircraft Type and Registration:	Europa, G-BWCV
No & Type of Engines:	1 NSI Subaru piston engine
Year of Manufacture:	1995
Date & Time (UTC):	31 October 1997 at 1440 hrs
Location:	Near Coxwold Thirsk, Yorkshire
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - None
Injuries:	Crew - Minor - Passengers - N/A
Nature of Damage:	Major damage to airframe and engine except for cockpit area and left wing
Commander's Licence:	Private Pilot's Licence
Commander's Age:	56 years
Commander's Flying Experience:	1,001 hours (of which 39 were on type) Last 90 days - 15 hours Last 28 days - 9 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The pilot had planned to carry out a cross-country flight of approximately one hour duration around the North York Moors National Park. The weather had improved from fog to give a visibility of 8 km with calm wind conditions. After carrying out his pre-flight and engine run-up checks the pilot checked the maximum power that he could hold on the brakes (normal static full power of 4,750 RPM can only be checked with the wheels chocked). With everything appearing normal the aircraft was lined up for a take off from a grass strip 300 metres in length. The grass surface was reported as being damp with dew.

The take-off run was normal. The pilot raised the tailwheel at 38 kt and rotated, with approximately 100 metres of grass strip remaining, as the speed increased through 50 kt. The pilot reported that on take off he normally holds the aircraft level until it has accelerated to 60 kt before climbing away. This speed is usually reached by the end of the strip. As the aircraft reached that point, at a height of

approximately 10 feet above the surface, the right wing dropped and hit a tall bush on the field boundary. The pilot attempted to correct the wing drop but was unable to prevent the aircraft cart-wheeling into an adjacent field as the right wing became detached. The pilot's recollection of events then became somewhat clouded but he was eventually aware that he was sitting in the cockpit with fuel leaking from a broken pipe and with the engine detached and lying several feet from the fuselage. The pilot, who had been restrained by a four-point harness, vacated the aircraft with minor injuries and walked the one mile to his home to report the accident. He assessed that the accident had happened because the aircraft stalled on take off. He cannot recollect the maximum engine RPM achieved but believed that a partial power loss may have occurred.