

# Europa, G-FLOR

<b>AAIB Bulletin No:</b> 12/2001	<b>Ref:</b> EW/G2001/10/07	<b>Category:</b> 1.3
<b>Aircraft Type and Registration:</b>	Europa, G-FLOR	
<b>No &amp; Type of Engines:</b>	1 Rotax 912-UL piston engine	
<b>Year of Manufacture:</b>	1999	
<b>Date &amp; Time (UTC):</b>	13 October 2001 at 1350 hrs	
<b>Location:</b>	Pent Farm, Kent	
<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>	Propeller blades; engine shockloaded	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	61 years	
<b>Commander's Flying Experience:</b>	294 hours (of which 31 were on type)	
	Last 90 days - 14 hours	
	Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

After cleaning his aircraft, the pilot completed his pre-flight checks before going to change his clothes. However, with a lot of insects in the area he left the pitot cover on. Unfortunately, when he returned, he did not remove the cover before flight. Late on during his take-off roll, he noted that his ASI was not working and realised his omission. He continued with his take-off, raised the landing gear and climbed to 800 feet agl. The pilot then decided to return to the strip immediately and he commenced a circuit. He lowered the landing gear but on finals he omitted to confirm that the gear was down and locked. The gear was down but not locked and on touchdown the main wheel retracted, the propeller struck the ground and the aircraft slid to a halt.

In a very honest report, the pilot commented that the accident occurred because of the following factors. He changed his normal procedure of pre-flight checks and should have done them just prior to flight as normal. Then, once airborne with a known problem, he should have taken more time to plan his approach allowing sufficient time to complete his normal pre-landing checks.

