

## **BULLETIN ADDENDUM**

<b>AAIB File:</b>	EW/G96/09/05
<b>Aircraft Type and Registration:</b>	Europa, G-BWFX
<b>Date &amp; Time (UTC)</b>	9 September 1996 at 1000 hrs
<b>Location:</b>	Kemble Airfield, Gloucester
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and telephone enquiries by the AAIB

### **AAIB Bulletin No 12/96, page 37 refers**

#### **Accident to a Europa aircraft, G-BWFX, at Kemble on 9 September 1996**

In this accident, the main landing gear collapsed on landing following an airtest at high gross weight. The first paragraph on p 37 of the Bulletin stated: "It was subsequently revealed that immediately prior to the airtest, the aircraft had suffered a 'ground loop' incident in which it had veered off the runway at 90° during the take-off roll.....This incident, and the possibility of previous heavy landings, suggested that the failure following the airtest may have been the result of cumulative damage."

The 'ground loop' incident was reported by a witness: however, the pilot of the aircraft wishes to point out that he became aware that there was insufficient directional control (due to the crosswind) as soon as the tailwheel was raised. He therefore deliberately abandoned the take-off, bringing the aircraft to a halt at the side of the runway. This clearly falls short of the accepted definition of a 'ground loop'. He also stated that the aircraft had achieved only 5 flying hours since construction, and that he was unaware of any heavy landings during this time.

The pilot was also concerned that similar landing gear collapses had occurred on other aircraft, and were not being reported. Only one other occurrence was referred to in the Bulletin; in fact this occurred in Germany. However the kit manufacturer knew of two "partial" collapses, where landing gear components had deformed so that the aircraft appeared to be sitting low on the mainwheel. In addition, there have been two incidents where the aircraft lost directional control during take-off, with resultant landing gear damage. These occurred to G-BVLV and G-BVKF, and were reported in AAIB Bulletins 8/96 and 9/96 respectively.