

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Europa, G-EOFS
<b>No &amp; Type of Engines:</b>	1 Rotax 914-UL piston engine
<b>Year of Manufacture:</b>	1999 (Serial no: PFA 247-13033)
<b>Date &amp; Time (UTC):</b>	7 June 2012 at 0930 hrs
<b>Location:</b>	Nayland Airfield, Suffolk
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 1                      Passengers - 1
<b>Injuries:</b>	Crew - 1 (Minor)          Passengers - 1 (Serious)
<b>Nature of Damage:</b>	The aircraft was extensively damaged
<b>Commander's Licence:</b>	Private Pilot's Licence
<b>Commander's Age:</b>	45 years
<b>Commander's Flying Experience:</b>	309 hours (of which 255 were on type) Last 90 days - 9 hours Last 28 days - 5 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

## Synopsis

The aircraft landed further into the runway than planned, with excess speed and in tailwind conditions. The pilot initiated a go-around but the aircraft failed to climb, struck a hedgerow and crashed. The aircraft was extensively damaged and both occupants were injured, one seriously. There was no fire.

## History of the flight

The aircraft had taken off from Beccles Airfield for a flight to Nayland, about 39 nm away. On board were the pilot and a passenger. The pilot had not landed at Nayland before and was aware that the 600 m grass runway must be landed on in an uphill direction (Runway 32), owing to its steep slope. Because of this, the pilot had prepared for the flight by visiting the airstrip and talking to a locally based pilot.

The weather was dry and generally fine, with good visibility and scattered cloud. The surface wind at Nayland was from 160° at about 12 kt, giving an estimated tailwind on final approach to Runway 32 of between 10 and 15 kt. Final approach was flown with full flap set and the airspeed at about 60 kt. As the aircraft neared the runway, it experienced sink and the pilot applied power, arresting the descent. The flight path was regained but the aircraft also gained about 10 kt of airspeed. Touchdown occurred further along the runway than was intended and at a faster speed. As the aircraft crested the top of the slope, the pilot decided that there was insufficient distance remaining in which to stop safely, so he decided to abort the landing.

The pilot applied full power and the aircraft became airborne. However, it only reached a height of about 15 to 20 ft before starting to sink slowly. Concentrating on the area ahead, the pilot felt unable to look inside the cockpit to move the flap control to the go-around setting of 15°, so the flaps remained at full. The aircraft continued at a very low height towards a hedgerow and the pilot attempted to clear it by applying a large amount of rearward control column. The tail or landing gear struck the hedgerow and the aircraft continued towards a concrete retaining wall running along the far side of a private driveway.

The pilot realised that he did not have the performance to clear the wall and, manoeuvring the aircraft to avoid hitting it, the right wingtip struck the ground. The aircraft yawed, crashed onto the driveway and came to rest facing back towards the airstrip. The pilot turned off the fuel and vacated the aircraft by the door, before

helping his passenger to escape. The pilot pulled his passenger, who was more seriously injured, to a safe distance and returned to secure the aircraft. There was no fire.

All the emergency services attended the scene and the passenger was taken to Colchester Hospital, where he was found to have suffered broken bones and multiple lacerations. The pilot attended hospital later with smaller lacerations, grazing and a neck injury.

The pilot considered that the aircraft may have been affected by an increasing tailwind as it became airborne at the crest of the hill. He felt that a combination of the tailwind, low airspeed and relatively high aircraft weight had contributed to the accident. He reflected that it would have been prudent to have discontinued the landing attempt in the prevailing tailwind conditions.