
ACCIDENT

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| Aircraft Type and Registration: | Aerotechnik EV-97 Eurostar, G-LYNI | |
| No & Type of Engines: | 1 Rotax 912-UL piston engine | |
| Year of Manufacture: | 2006 | |
| Date & Time (UTC): | 21 April 2007 at 0900 hrs | |
| Location: | Swinford Airstrip, Leicestershire | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - 1 |
| Injuries: | Crew - None | Passengers - None |
| Nature of Damage: | Substantial to left landing gear and left wing | |
| Commander's Licence: | National Private Pilot's Licence | |
| Commander's Age: | 54 years | |
| Commander's Flying Experience: | 327 hours (of which 77 were on type) Last 90 days - 17 hours Last 28 days - 8 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

Synopsis

Shortly after landing on Runway 02 the pilot realised he was travelling too fast. He applied the brakes but the left wheel dug into soft ground, causing the left main landing gear to fail.

History of the flight

Following an uneventful flight from Stoke Golding, the pilot arrived overhead at Swinford airstrip. As there was no response to his radio calls, the pilot checked the signal square and windsock to determine the wind direction and runway in use. He then joined the circuit for an approach to Runway 02. The approach and landing were carried out with full flaps, but on landing the pilot found that the aircraft was travelling too fast. He applied the brakes in an attempt to slow the aircraft but in so doing it slewed

to the right. The left wheel then dug into soft ground, causing the landing gear leg to fold and break. Shortly after that, the left wing was damaged as it contacted the ground. The pilot and passenger were uninjured and exited normally.

The pilot later realised that the wind was from 230° at 10 mph. This meant that the landing on Runway 02 had been with a tailwind. The pilot, in a full and frank assessment, could not fully explain why he misinterpreted the windsock. The pilot did, however, mention that the reason may have been complacency and a lack of concentration, as he had used the airfield on numerous occasions.