

## Europa, G-JULZ

<b>AAIB Bulletin No: 9/2003</b>	<b>Ref: EW/G2003/05/06</b>	<b>Category: 1.3</b>
<b>Aircraft Type and Registration:</b>	Europa, G-JULZ	
<b>No &amp; Type of Engines:</b>	1 Rotax 914 F3 piston engine	
<b>Year of Manufacture:</b>	1996	
<b>Date &amp; Time (UTC):</b>	6 May 2003 at 1300 hrs	
<b>Location:</b>	Sandtoft, Doncaster	
<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 and out-rigger leg and fairing	
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence	
<b>Commander's Age:</b>	53 years	
<b>Commander's Flying Experience:</b>	8,500 hours (of which 33 were on type)	
	Last 90 days - 60 hours	
	Last 28 days - 25 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot together with telephone conversation	

The pilot took off from Sandtoft at 1230 hrs with a wind blowing from the right at 10 to 12 kt. On his return, approximately one hour later, the wind had increased to 15 kt across the runway with occasional gusts to 18 kt. As the pilot had previously landed the aircraft in a 15 kt crosswind, he chose to initiate an approach leaving the option of going round if the approach looked poor.

The landing was normal, on the runway centre-line, without drift and no control problems were experienced. Unfortunately, during the ground-roll, directional control was lost and the aircraft ground-looped to the left before coming to rest, having turned through 180 degrees from the landing direction. The direction of the ground loop was opposite to that which might be expected to result from a 'weathercock' effect, given the wind direction.

The aircraft in question was a mono-wheel version of the type with a tail-wheel positioned aft of the rudder, operated by a system of springs from the control surface. The kit manufacturer's documentation includes a maximum demonstrated cross-wind component of 15 kt.

The pilot / builder considers that his decision to land in the cross-wind conditions, coupled with his handling of the aircraft, was largely responsible for the accident. He did note, however, that the springs operating the tail-wheel were slacker than they had been when the aircraft was first completed and may have reduced the effectiveness of the steering available from the tail-wheel when rudder deflection was applied.