

Bolkow BO-207, D-EHYX

AAIB Bulletin No: 7/2001 **Ref:** EW/G2001/04/21 **Category:** 1.3

Aircraft Type and Registration: Bolkow BO-207, D-EHYX

No & Type of Engines: 1 Lycoming O-360-A1A piston engine

Year of Manufacture: 1961

Date & Time (UTC): 15 April 2001 at 1030 hrs

Location: Swansea Airport, Wales

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Propeller bent, engine shock loaded and slight damage to landing gear

Commander's Licence: Private Pilot's Licence with Night Rating

Commander's Age: 53 years

Commander's Flying Experience: 615 hours (of which 5 were on type)

Last 90 days - 8 hours

Last 28 days - 5 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot had flown as a passenger in a Cessna 150 from Haverfordwest aerodrome to Swansea airport to collect a Bolkow 207 aircraft and return it to Swansea. The weather en route had been CAVOK with a wind of 350° at 20 to 25 kt. Whilst the pilot had noticed some turbulence he considered the weather to be good for his return flight. He started the engine with the aircraft into wind, which was given by ATC as 320° to 330° at 20 to 25 kt. Having completed his checks, the pilot taxied the aircraft, which had a tail wheel landing gear configuration. The pilot turned the aircraft through 180° and, as it reached a downwind heading, the tail lifted and the propeller struck the ground. The engine continued to run with the nose of the aircraft resting on the ground until the pilot stopped the engine and isolated the fuel and electrical services. The incident was heard by the duty Air Traffic Control Officer (ATCO) who then saw the aircraft and alerted the airport Rescue and Fire Fighting Service (RFFS) who responded immediately.

The pilot was uninjured and when the nose had been weighted down by persons standing on the propeller to prevent the tail coming down heavily, he vacated the aircraft by the normal exit. He considered that the gusting wind combined with a slight downslope and his holding the control

column in the neutral position had allowed the wind to get under the tailplane and pitch the aircraft forward.