

ACCIDENT

Aircraft Type and Registration:	1. Pioneer 200-M, G-WEFR 2. Aerotechnik EV-97 Eurostar, G-VORN 3. Aerotechnik EV-97 Eurostar, G-ZZAC
No & Type of Engines:	1. 1 Rotax 912-UL piston engine 2. 1 Rotax 912-UL piston engine 3. 1 Rotax 912-UL piston engine
Year of Manufacture:	1. 2009 2. 2004 3. 2007
Date & Time (UTC):	23 June 2010 at 0645 hrs
Location:	Knockbain Farm Airstrip, Dingwall, Ross-shire
Type of Flight:	Private
Persons on Board:	1. Crew - 1 Passengers - None 2. Crew - None Passengers - None 3. Crew - None Passengers - None
Injuries:	1. Crew - 1 (Serious) Passengers - N/A 2. Crew - N/A Passengers - N/A 3. Crew - N/A Passengers - N/A
Nature of Damage:	1. Left wing, propeller, fuselage 2. Propeller, cowling and left wing 3. Right wing
Commander's Licence:	National Private Pilot's Licence
Commander's Age:	41 years
Commander's Flying Experience:	1. 207 hours (of which 74 were on type) Last 90 days - 62 hours Last 28 days - 27 hours 2. Unknown 3. Unknown
Information Source:	Aircraft Accident Report Form submitted by the pilot

Knockbain Farm Airstrip has a 650 m long, 15 m wide grass runway, orientated 08/26. The weather at the time of the accident was CAVOK with a light southerly wind and the grass surface was wet from previous rain. The pilot decided to land on Runway 26, which has an upslope of 6% for the first 100 m, a level section of about 100 m and then a 3% downslope for the remaining 450 m. The

aircraft touched down on the level section before veering off the right side of the runway, about 200 m from the end. There is a slight downslope from the runway to the apron area, which is on the north side about 40 m from the runway centreline. The aircraft struck two parked, unmanned aircraft on the apron, G-VORN and G-ZZAC, at an estimated speed of 15-20 mph, before stopping.

The pilot appeared uninjured and was able to dismantle and store his aircraft. Subsequently he was diagnosed with broken ribs, which is classified as a serious injury. It was reported that all three aircraft were damaged.

The pilot concluded that the loss of control after landing was due to the downslope on the runway and the wet grass conditions.