

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Europa, G-BWRO	
<b>No &amp; Type of Engines:</b>	1 Rotax 912-UL piston engine	
<b>Year of Manufacture:</b>	1997	
<b>Date &amp; Time (UTC):</b>	21 May 2007 at 1345 hrs	
<b>Location:</b>	Fishburn Airfield, Co Durham	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Damage to nose landing gear, right main landing gear, propeller, right wing leading edge and minor damage to flap and rudder	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	58 years	
<b>Commander's Flying Experience:</b>	303 hours (of which 47 were on type) Last 90 days - 20 hours Last 28 days - 10 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The aircraft encountered a sudden shift in the wind direction late during the approach which resulted in the aircraft contacting the runway prematurely and veering off to the left.

**History of the flight**

A short local flight was planned from Fishburn Airfield. The aircraft took off in an easterly direction using the single grass runway. Weather conditions and visibility were good and the wind was a light southerly at 4 to 5 kt. The aircraft returned after approximately 30 minutes and the pilot assessed the conditions to be the same light southerly wind as when he had departed.

He called on the radio to rejoin the circuit, but received no reply and thereafter performed radio calls 'blind'. He entered the circuit for Runway 26, considering that, given a light crosswind, this was the best option as it has an upslope of 1.6%. The approach was normal, with the aircraft 'crabbed' slightly to the left to offset the wind drift. On final approach the pilot selected 20° flap (3/4 of the full flap extension) and reduced the airspeed to 65 kt. At approximately 15 ft above the runway threshold the aircraft began to lose height rapidly and, as it touched down, began to veer to the left. The pilot applied full power to initiate a go-around but, the aircraft did not accelerate and departed the runway

to the left. It travelled a distance of approximately 200 m before coming to rest in a hedge which ran parallel to the runway. Both occupants, who were wearing full shoulder harnesses, were uninjured and vacated the aircraft without difficulty.

light southerly crosswind to an easterly tailwind of 10-12 kt. This shift in wind direction and strength was confirmed to him by observers on the ground. He also commented that the performance of the aircraft did not enable it to out-climb the runway upslope.

The pilot assessed the cause of the accident to be a sudden shift of the wind while on short finals from a