

ACCIDENT

Aircraft Type and Registration:	Europa, G-BVOS	
No & Type of Engines:	1 Rotax 912 ULS piston engine	
Year of Manufacture:	1988	
Date & Time (UTC):	23 March 2006 at 1220 hrs	
Location:	Sandtoft Airfield near Scunthorpe, Lincolnshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to the landing gear and fairing, propeller, right wingtip and right flap	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	67 years	
Commander's Flying Experience:	560 hours (of which 84 were on type) Last 90 days - 5 hours Last 28 days - 5 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The pilot commenced the landing flare too early, stalling the aircraft and landing heavily, causing the right landing gear leg to collapse.

Background

The pilot was co-owner of the aircraft which originally had a 'mono-wheel' main landing gear. He and the other owner converted the aircraft to a 'tail-dragger' configuration. The conversion work took about a year during which time both owners did very little flying. Conscious of this fact, once the aircraft's landing gear conversion was complete, both owners each conducted their first flight in their modified aircraft with an experienced PFA coach, in order to regain their

experience. The accident pilot completed his coaching flight in January 2006. The owners then conducted some further flying together in the days prior to the accident.

History of flight

The pilot completed a normal approach to land but stated that he commenced the landing flare too high. The aircraft stalled, landing heavily and the right landing gear leg collapsed. The right wingtip and flap mechanism then scraped along the runway until the aircraft came to a halt. Both occupants were able to vacate the aircraft normally and without injury.

PFA Pilot Coaching Scheme

The PFA describes its pilot coaching scheme as follows:

'The PFA Coaching Scheme provides members with a range of specialised training from type conversion to strip landing training. Diploma courses develop pilot skills, increase confidence and maximise safety. We are also able to offer the continuation training flight required for licence revalidation by experience through our national network of coaches. This also has the advantage of being conducted on your own aircraft from your home base. Becoming a better pilot is a goal of many members. It is our goal to help you achieve this.'

Comment

The pilot was frank in his attribution of the cause of the accident and cited his lack of recent currency as a contributing factor. The PFA coaching scheme has laudable aims and the aircraft owners' decision to make use of it showed an equally wise response to their lack of recent currency. It is unfortunate that despite these precautions, the accident pilot appears to have misjudged the landing flare on this occasion.