

Europa, G-BXDY

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| AAIB Bulletin No: 2/2004 | Ref: EW/G2003/11/19 | Category: 1.3 |
| Aircraft Type and Registration: | Europa, G-BXDY | |
| No & Type of Engines: | 1 Rotax 912-UL piston engine | |
| Year of Manufacture: | 1997 | |
| Date & Time (UTC): | 27 November 2003 at 1230 hrs | |
| Location: | Sleap Airfield, Shropshire | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - 1 |
| Injuries: | Crew - None | Passengers - None |
| Nature of Damage: | Damage to propeller blades | |
| Commander's Licence: | Private Pilot's Licence | |
| Commander's Age: | 57 years | |
| Commander's Flying Experience: | 808 hours (of which 739 were on type) | |
| | Last 90 days - 49 hours | |
| | Last 28 days - 10 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

The aircraft was established on a long final to asphalt Runway 23 at Sleap with three aircraft positioning to land ahead. The first two aircraft landed and held at the far end of the runway whilst the third aircraft landed and backtracked to the runway intersection. This occupied the attention of the landing pilot and the runway only became clear at a very late stage of his approach. As the aircraft touched down it became immediately obvious to the pilot that the landing gear had not been lowered as the tailwheel touched first and the aircraft stopped after approximately 70 feet.

The retractable landing gear version of the Europa has one lever in the cockpit that simultaneously lowers the flaps, mono-wheel and outriggers. This change in configuration significantly changes the approach attitude of the aircraft. The pilot commented that he was surprised that the unusual landing attitude had not alerted him to the incorrect configuration and believed it was entirely due to the distracting events ahead of him.