

# Falco F8L, G-BWYO

<b>AAIB Bulletin No:</b> 11/2001	<b>Ref:</b> EW/G2001/07/15	<b>Category:</b> 1.3
<b>Aircraft Type and Registration:</b>	Falco F8L, G-BWYO	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-E2A piston engine	
<b>Year of Manufacture:</b>	1998	
<b>Date &amp; Time (UTC):</b>	14 July 2001 at 1647 hrs	
<b>Location:</b>	Flamstone Farm, Bishopstone, Salisbury, Wiltshire	
<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>	Rear fuselage detached aft of cockpit canopy	
<b>Commander's Licence:</b>	Private Pilots Licence	
<b>Commander's Age:</b>	56 years	
<b>Commander's Flying Experience:</b>	634 hours (of which 150 were on type)	
	Last 90 days - 17 hours	
	Last 28 days - 4 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The aircraft was returning to its home airfield at Flamstone Farm, near Salisbury, after a landaway. The runway at Flamstone Farm is orientated north/south with an upslope to the north and consists of a 600 metre by 12 metre mown strip bordered by agricultural land. In July the agricultural land was being used to grow oil-seed rape, and the crop, which was approximately 1 metre tall, was being grown immediately adjacent to the runway edge.

Flamstone Farm has no radio facilities but the nearby Old Sarum Radio was reporting calm surface winds, and the pilot therefore decided to land on the upward sloping northerly runway. The approach was uneventful but on touchdown the aircraft bounced and the pilot applied a small amount of power to cushion the subsequent landing. Unfortunately during the bounce the aircraft drifted slightly to the left and before the pilot could react, the left wing struck the top of the oil-seed rape. On striking the crop the left wing was pulled downwards and the aircraft completed a violent ground loop through 180° and came to a rapid halt. The forces during the ground loop caused the

rear fuselage to split just aft of the cockpit canopy. The pilot switched off the engine, and the two occupants, who were both wearing five point harnesses, vacated the aircraft uninjured.