

## Europa, G-BXIJ

**AAIB Bulletin No: 9/2000**      **Ref: EW/G2000/07/03**      **Category: 1.3**

**Aircraft Type and Registration:**      Europa, G-BXIJ

**No & Type of Engines:**                      1 Rotax 912-UL piston engine

**Year of Manufacture:**                        1999

**Date & Time (UTC):**                            3 July 2000 at 1950 hrs

**Location:**                                        Knockbain Farm, Dingwall, Rosshire

**Type of Flight:**                                 Private

**Persons on Board:**                            Crew - 1 - Passengers - 1

**Injuries:**                                        Crew - None - Passengers - None

**Nature of Damage:**                          Propeller, tips of wings damaged

**Commander's Licence:**                      Private Pilot's Licence

**Commander's Age:**                            74 years

**Commander's Flying Experience:**      3,303 hours (of which 15 were on type)

    Last 90 days - 5 hours

    Last 28 days - 3 hours

**Information Source:**                         Aircraft Accident Report Form submitted by the pilot

The aircraft had been flown from Inverness to the grass airstrip at Knockbain near Dingwall. Following an overhead join for Runway 08 with a surface wind of 050°/08 kt, the pre-landing checks were completed on the downwind leg. Landing gear and flaps, (which are interlocked to the outrigger wheels) were lowered on base leg. The final approach speed was stabilised at 60 kt and reduced to 55 kt at the threshold. The touchdown point was at the beginning of the strip, which was slightly undulating. The aircraft bounced and the pilot applied rearward control movement to recover. The aircraft bounced a second time and the pilot elected to carry out a go-around. Full power was applied whilst still in the air and the aircraft yawed to the left. The speed, although not noted precisely, was very low and the pilot thought that his control inputs were having little effect. The aircraft veered to the left off the runway into an area of uncut grass, which was approximately 18 inches high and caught the left outrigger causing the aircraft to yaw further to the left. In his peripheral vision the pilot noticed a fence to the left. Before he could close the throttle, the aircraft struck the fence with its propeller and wing tip. He secured the aircraft and the pilot and passenger vacated the aircraft through the normal exits.

The pilot considered that the combination of applying full power and the crosswind component caused the aircraft to yaw to the left. The low airspeed did not permit sufficient control surface effect to stop the aircraft from entering the long grass, the retardation effects of which prevented the aircraft from becoming airborne again.