

## Europa XS, G-CBWF

<b>AAIB Bulletin No: 12/2003</b>	<b>Ref: EW/G2003/09/27</b>	<b>Category: 1.3</b>
<b>Aircraft Type and Registration:</b>	Europa XS, G-CBWF	
<b>No &amp; Type of Engines:</b>	1 Rotax 914-UL piston engine	
<b>Year of Manufacture:</b>	2002	
<b>Date &amp; Time (UTC):</b>	25 September 2003 at 1345 hrs	
<b>Location:</b>	Wombledon, near Pickering, Yorkshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 2	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to nose wheel and propeller. Engine mount fractured	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	71 years	
<b>Commander's Flying Experience:</b>	5,856 hours (of which 1 was on type)	
	Last 90 days - 19 hours	
	Last 28 days - 6 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The owner of the aircraft was to take part in a formation flight with other Europa aircraft for the purpose of air-to-air photography. However, although he had more than 300 hours flying experience none of it was in formation. He therefore requested the assistance of another pilot who had extensive formation experience, albeit with little experience on Europa aircraft. It was agreed that this pilot would fly in the left seat as the formation was to be echelon starboard to the photographic aircraft. Due to his lack of currency on Europa aircraft, the pilot was briefed by the owner on the engine start procedures and checks. The owner then taxied the aircraft to the runway before handing over to the left seat pilot.

The photographic detail was concluded without incident, although the pilot was conscious that it was a long time since he had flown in formation using his left hand on the control column and his right hand on the throttle. Most of his flying in the previous ten years had been with the throttle in his left hand and the control column in his right.

After returning to the airfield and positioning the aircraft downwind, the pilot suggested to the owner that as it was his aircraft and he was current on type, he should carry out the landing. The owner demurred however, since he had not previously conducted a landing from the right seat. He then briefed the pilot on the importance of maintaining 70 kt on the approach, but was unsure of the exact landing speed. The pilot flew the approach at 70 kt, flared at 65 kt and touched down at 55 kt. The

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nose wheel touched the ground first and the aircraft bounced back into the air. A bouncing oscillation then ensued, which the pilot considered could have been exacerbated by his unfamiliarity with flying with his left hand on the control column. When the aircraft failed to settle, the pilot opened the throttle in order to go around. However, the application of power was too late to overcome the onset of a stall following the final bounce, and the aircraft's nose dropped. The nose wheel fork broke off during the subsequent heavy contact with the runway surface and the aircraft slid in a gentle arc before coming to rest on the left side of the runway. Neither occupant was injured.

In assessing the potential causes of the accident, the pilot noted the following:

- The landing was made too fast; he should have maintained aft pressure on the column in order to keep the nose wheel off the ground as long as possible.
- He was not current on type and his previous landing in a Europa had been from the right seat fifteen months earlier.
- The pre-flight briefing was mainly concerned with the issue of formation flying as opposed to aircraft - specific details. At the brief, he should not have acquiesced to flying the aircraft from the left seat, since his previous flight on this type, which had included formation work, was flown from the right seat. During that flight he had noted that a good field of view was available when flying in both port and starboard echelons.