

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Europa, G-BVOW	
<b>No &amp; Type of Engines:</b>	1 Rotax 912-UL piston engine	
<b>Year of Manufacture:</b>	1996 (Serial no: PFA 247-12679)	
<b>Date &amp; Time (UTC):</b>	27 December 2018 at 1330 hrs	
<b>Location:</b>	MOD Boscombe Down, Wiltshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to propeller, windscreen, fuselage and wingtips	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	60 years	
<b>Commander's Flying Experience:</b>	101 hours (of which 6 were on type) Last 90 days - 6 hours Last 28 days - 0 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot planned to perform some circuits on the grass Runway 35. The weather was fine and the wind was calm. During the takeoff roll, as the airspeed reached approximately 40 kt, the tail lifted and the aircraft began deviating to the left. The pilot reported applying right rudder, but the aircraft continued to deviate to the left, transitioning from the grass to a tarmac section, after which it rotated further to the left. The pilot was wearing a full harness and was uninjured.



**Figure 1**  
G-BVOW after the accident

On this aircraft type, the effect of the propeller slipstream means that right rudder is required to maintain the aircraft heading. Once the aircraft lifts from its tailwheel, it balances only on its mainwheel and this slipstream effect becomes more prominent. The pilot considered that his application of right rudder was insufficient or not quick enough to arrest the deviation to the left.