

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Aerotechnik EV-97A Eurostar, G-CEGO	
<b>No &amp; Type of Engines:</b>	1 Rotax 912 ULS piston engine	
<b>Year of Manufacture:</b>	2006	
<b>Date &amp; Time (UTC):</b>	6 November 2006 at 1400 hrs	
<b>Location:</b>	Private Airstrip, Ashbourne, Derbyshire	
<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>	Propellor destroyed, noseleg bent, firewall creased, starboard main landing gear collapsed, passenger seat damaged	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	49 years	
<b>Commander's Flying Experience:</b>	427 hours (of which 5 were on type) Last 90 days - 21 hours Last 28 days - 6 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

During a takeoff attempt, the left landing gear encountered brambles growing near the edge of the grass runway, deflecting the track of the aircraft and causing it to enter a ditch.

**Pilot report**

The aircraft was operating from a grass airfield with rows of brambles growing to the left of Runway 33. The pilot reported that he carried out some routine maintenance before undertaking a number of circuits.

He stated that he carried out a thorough pre-flight inspection and ensured that he allowed plenty of time after start-up for the engine to warm up. When the oil

temperature gauge had moved off its stop he did his power checks followed by pre-flight checks. He then lined the aircraft up and took off as normal. After one circuit and landing on Runway 33 he taxied to the end before turning and back-tracking to carry out another circuit from the same runway.

He reported that he stopped at the hold, turned into wind and repeated the power and pre-flight checks. He lined up again on the centre of Runway 33 and re-checked he had one stage of flaps and that the trim was set. He applied full power and immediately felt the aircraft tending to turn to the left. He corrected with right rudder but felt the nosewheel judder as if it was

bouncing over some grass on the runway. He then felt the nosewheel begin to lift clear of the ground and the aircraft start to pitch up, in the usual way. He checked forward on the stick but suddenly the aircraft veered violently to the left and pitched down. He pulled the throttle back to idle as the aircraft left the runway.

The pilot subsequently concluded that he had lined up too close to the brambles growing on the side of the runway. The aircraft appeared to have been deflected off to the left by the brambles. Thereafter it entered a deep ditch at the edge of the runway, causing all the damage sustained.