

ACCIDENT

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| Aircraft Type and Registration: | Eurostar EV-97, G-CERE | |
| No & Type of Engines: | 1 Rotax 912-UL piston engine | |
| Year of Manufacture: | 2007 | |
| Date & Time (UTC): | 8 September 2008 at 1600 hrs | |
| Location: | Newton Peveril, West of Bournemouth | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - 1 |
| Injuries: | Crew - None | Passengers - None |
| Nature of Damage: | Damage to left wing | |
| Commander's Licence: | Private Pilot's Licence | |
| Commander's Age: | 66 years | |
| Commander's Flying Experience: | 284 hours (of which 34 were on type) Last 90 days - 20 hours Last 28 days - 11 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

The pilot completed the pre-takeoff and power checks to his satisfaction before lining up at the eastern threshold of the 461 metre long grass strip. The grass was short and dry, the runway was relatively flat and there was a light westerly wind. He commenced the takeoff run into wind with full power and the first stage of flap selected. The aircraft reportedly accelerated more slowly than usual and after a ground run of approximately 100 metres and at 10 to 15 mph below the normal takeoff speed, the pilot pulled back gently

on the control stick. The aircraft rose approximately two metres into the air before descending again. It bounced once, during which the left wing struck the ground and was damaged.

The engine performed normally when tested after the accident. The pilot could not account for the poor acceleration, but thought it was possible that either he or his passenger might have inadvertently rested their feet on the brakes during the takeoff run.