

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Aerotechnik EV-97A Eurostar, G-CCLE	
<b>No &amp; Type of Engines:</b>	1 Rotax 912-UL piston engine	
<b>Year of Manufacture:</b>	2003	
<b>Date &amp; Time (UTC):</b>	7 August 2007 at 1500 hrs	
<b>Location:</b>	Newhouse Farm, Hardwicke, near Hay-on-Wye	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Aircraft beyond economic repair	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	34 years	
<b>Commander's Flying Experience:</b>	150 hours (of which 13 were on type) Last 90 days - 5 hours Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

During the takeoff roll the aircraft became airborne as it passed over a bump on the downhill grass runway. The right wing dropped and, following an initial attempt to abort, the takeoff was continued. The aircraft then struck a hedge before coming to rest.

## History of the flight

The pilot taxied and lined up on the grass Runway 09 at Newhouse Farm (Hardwicke), with the intention to fly to Oxford. Having set one stage of flap, the pilot held the brakes and applied full throttle, noting the engine temperatures and pressures were normal. He released the brakes and began the takeoff roll on the downhill runway. To keep the weight off the nosewheel, he applied some back pressure to the control stick. After

about three seconds the aircraft became airborne as it ran over a bump. The right wing then dropped and although left aileron was applied this had little effect. Due to the increasing bank angle to the right, the pilot elected to abort the takeoff, so he cut the throttle. The passenger, a co-owner of the aircraft, then shouted to the pilot to apply throttle again. The pilot duly applied the throttle and attempted to continue the takeoff. A few seconds later, and still with a right angle of bank, the aircraft hit the top of a hedge and cartwheeled before coming to rest beyond the hedge, upright and facing the direction of travel.

The pilot and passenger were not injured and, after making the aircraft safe, they exited normally. The

aircraft sustained damage to the propeller, engine, landing gear and the leading edge of the wings.

The pilot, in his assessment of the accident, attributed the cause to his excessive back pressure on the

control stick as the aircraft passed over the bump. This had allowed the aircraft to become airborne at too low a speed, leading to a stall and the subsequent right wing drop.