

**ACCIDENT**

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|--|--|-------------------|
| <b>Aircraft Type and Registration:</b> | Aerotechnik EV-97 Eurostar, G-TIVV   |                   |
| <b>No &amp; Type of Engines:</b>       | 1 Rotax 912-UL piston engine   |                   |
| <b>Year of Manufacture:</b>            | 2005 (Serial no: PFA 315-14435)  |                   |
| <b>Date &amp; Time (UTC):</b>          | 20 October 2017 at 1520 hrs  |                   |
| <b>Location:</b>                       | Perth Airport  |                   |
| <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 and aircraft structure   |                   |
| <b>Commander's Licence:</b>            | National Private Pilot's Licence   |                   |
| <b>Commander's Age:</b>                | 67 years   |                   |
| <b>Commander's Flying Experience:</b>  | 450 hours (of which 118 were on type)<br>Last 90 days - 4 hours<br>Last 28 days - 1 hour |                   |
| <b>Information Source:</b>             | Aircraft Accident Report Form submitted by the pilot                                     |                   |

This was the aircraft's first flight after repairs following a previous takeoff accident with the same pilot at the controls (AAIB Bulletin 7/2017 refers).

The pilot reported that as the aircraft achieved flying speed it rotated normally, but then failed to climb as expected. He attempted to abort the takeoff, but was unable to control the aircraft and it bounced two or three times before coming to rest to the left of the runway with the engine still running. The pilot was uninjured.

Examination by an LAA Inspector revealed that the instrument static line in the left wing was disconnected and a test flight using a similar aircraft showed that the airspeed indicator would over-read in such a condition.

The LAA is reviewing the procedures for the management of repairs and subsequent release of aircraft for a return to service check flight.