

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Aerotechnik EV-97 Eurostar SI, G-CGPS	
<b>No &amp; Type of Engines:</b>	1 Rotax 912 ULS piston engine	
<b>Year of Manufacture:</b>	2010 (Serial no: LAA 315B-14987)	
<b>Date &amp; Time (UTC):</b>	3 June 2018 at 1700 hrs	
<b>Location:</b>	Sittles Farm, Lichfield, Staffordshire	
<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>	Damage to right wing, landing gear, canopy and propeller	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	67 years	
<b>Commander's Flying Experience:</b>	1,500 hours (of which 300 were on type) Last 90 days - 6 hours Last 28 days - 6 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and enquires by the AAIB	

G-CGPS was returning from a local flight to land on Runway 09 at Sittles Farm. Runway 09 is an unlicensed grass runway approximately 500 m long and 30 m wide with a slight upslope. On the day of the accident mature rape seed crop lined both sides of the runway. The weather was reported as good visibility, very little cloud, temperature 24°C and a 5 kt wind giving a slight tailwind and crosswind from the right for Runway 09.

The pilot reported that he selected the first stage of flap as he turned onto the base leg and the second stage of flap as he turned onto final. He recalled he was slightly fast on final but on the normal flight path. He reported that, when he flared, the aircraft floated and "felt like it did not want to settle". The pilot tried to "force" the aircraft onto the runway causing it to touch down firmly and bounce. The aircraft then started to drift to the left. When it touched down again, the pilot applied firm braking, but the left wing contacted the crops on the left edge of the runway. The aircraft swung to the left causing the right landing gear to collapse and damage to the right wing. The pilot and passenger exited the aircraft without injury.

After the accident the pilot observed that only one stage of flap was selected. He believed that when he selected the second stage of flap, the flap lever did not engage, causing the flaps to return to the first stage. He thinks this is why the aircraft floated on landing. He reflected that he should have gone around either when the aircraft did not touch down at the expected point or when the aircraft bounced.