

Accident

Aircraft Type and Registration:	EV-97 teamEurostar UK, G-CDNM	
No & Type of Engines:	1 Rotax 912-UL piston engine	
Year of Manufacture:	2005 (Serial no: 2407)	
Date & Time (UTC):	11 May 2025 at 1130 hrs	
Location:	Athey's Moor Airfield, Northumberland	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - 1 (Minor)
Nature of Damage:	Significant damage to airframe, landing gear and propeller	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	66 years	
Commander's Flying Experience:	4,575 hours (of which 1,612 were on type) Last 90 days - 85 hours Last 28 days - 30 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

During an instructional demonstration of an engine failure after takeoff (EFATO) the right wingtip of an EV-97 teamEurostar contacted the ground. The aircraft yawed and slid across the ground with the landing gear collapsing. Both occupants vacated the aircraft with no serious injuries.

History of flight

The instructor provided a comprehensive briefing to the student on the day's training exercise, which was circuit emergency procedures. The weather was settled with good visibility, little cloud and a light south-easterly wind.

The air exercise began with an orbit of the airfield at 1,500 ft agl to look at the surrounding terrain for suitable landing areas in the event of an engine failure in the circuit. The student completed the circuit. The instructor then demonstrated an abandoned takeoff which was then satisfactorily performed by the student.

The instructor took control to demonstrate an EFATO. On passing 150 ft agl the throttle was brought to idle, the nose was lowered to the gliding attitude and an assessment of a suitable landing area conducted. Landing ahead on the remaining runway was not possible and there was insufficient height to land beyond the trees at the upwind end of the airfield in the pastures beyond. The instructor commenced a turn to the right through approximately 45-50°, levelling the wings around 50-70 ft agl for the landing area ahead.

The demonstration was concluded at around 15-20 ft agl and full power was applied to climb away. The engine responded normally, but the aircraft suffered significant sink with wing drop, and the right wingtip contacted the ground. The aircraft yawed to the right and slid sideways to the left, with the left landing gear hitting the ground and collapsing. This was followed by the nose landing gear collapsing and the propeller striking the ground at high power. The tail plane hit the ground resulting in significant damage, with additional damage to the left wing due to the landing gear collapse (Figure 1).



Figure 1

Ground strike during engine failure after takeoff demonstration

Both occupants sat in silence for a few seconds before the instructor switched off the fuel and electrics and they vacated the aircraft. There were no serious injuries.

Comment from the instructor

The instructor had conducted this exercise many times before and believed that turbulent air over the trees caused the sink and subsequent wing drop. The instructor stated that he should have initiated a climb away earlier as the EFATO procedure had been adequately demonstrated to the student.