

## ACCIDENT

<b>Aircraft Type and Registration:</b>	EV-97 Team Eurostar, G-CESF	
<b>No &amp; Type of Engines:</b>	1 Rotax 912-UL piston engine	
<b>Year of Manufacture:</b>	2007	
<b>Date &amp; Time (UTC):</b>	6 September 2007 at 1625 hrs	
<b>Location:</b>	Saddington, Leicestershire	
<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 landing gear, both wings and propeller	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	45 years	
<b>Commander's Flying Experience:</b>	327 hours (of which 11 were on type) Last 90 days - 18 hours Last 28 days - 10 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

### Synopsis

Shortly after landing at a private airstrip at Saddington, Leicestershire, the pilot realised that the aircraft was not slowing down, despite the application of brakes. He decided to steer the aircraft into a field to the right of the grass runway, but the aircraft did not stop and it entered a ditch. Ground marks indicated that the brakes were applied. Later examination of the aircraft found the throttle to be partially open.

### History of the flight

Following a flight of about 1.5 hours, the pilot decided to carry out a 'touch-and-go' at a private airstrip near Saddington, Leicestershire. The strip was of short grass orientated 220°/040° and 300 metres long. The grass was dry and the runway surface was firm. The weather

on the day was calm, with good visibility. The pilot had previously landed at the airstrip on several occasions in a Thruster although, this was his first visit in a Eurostar. He had previously completed 'short' and 'soft field' landings in the Eurostar, at another airstrip.

Having carried out a successful touch-and-go on Runway 04, the pilot then decided to carry out a landing at the strip. The approach to Runway 04 was stable, but, the aircraft landed short of the intended touchdown point. As there appeared to be ample runway left in which to stop, the pilot did not apply the brakes immediately. When the brakes were applied, the aircraft did not to slow down. As the pilot was unsure of what the problem was, he decided to remain

on the ground and did not attempt to take off again. The pilot then steered the aircraft to the right, toward an open field of short grass, in an attempt to increase the retardation. However, the aircraft did not stop and entered a ditch at a ground speed of between 20 and 25 kt finally coming to rest in the ditch. The pilot and passenger were uninjured and were able to exit normally. There was no fire.

The pilot reported that ground markings on the runway and the field indicated that the brakes had been applied.

Later examination of the aircraft revealed that the throttle was partially open. A check of the throttle and its friction lever showed them to be operational. It is possible that prior to, or during, the landing roll the throttle friction may have loosened, allowing the throttle to open and apply enough engine power to overcome the braking action of the aircraft.