

Follow-up Action on Occurrence Report

**ACCIDENT TO EV-97 TEAMEUROSTAR UK, G-GARB, AT BULTH WELLS, POWYS,
ON 18 SEPTEMBER 2016**

CAA FACTOR NUMBER : F3/2018
FACTOR PUBLICATION DATE : 21 March 2018
TYPE OF FLIGHT : Private
CAA OCCURRENCE NUMBER : 201623299
AAIB BULLETIN : 2/2018

SYNOPSIS

From the AAIB report

The aircraft was seen cruising at an altitude of around 2,500 ft. At a later point it was seen to pitch nose-up and enter a steep spinning-type descent before striking the ground, resulting in fatal injuries to the pilot and passenger. The left wing had appeared to fold rearwards in the descent and this was attributed by the investigation to a structural failure near the root of this wing, caused by upward bending of the wing beyond its design limits. No pre-existing material defect, or design issue, was found in the wing structure. The failure is most likely to have occurred as a result of an attempted recovery from an inadvertent manoeuvre inducing a structural overload, although the cause of the manoeuvre could not be identified.

FOLLOW UP ACTION

Recommendation 2018-001

It is recommended that the Civil Aviation Authority require the Light Aircraft Association, the British Microlight Aircraft Association, Light Sport Aviation Ltd and Evektor to conduct a joint review of the design and location of the pitch trim mechanism on the EV-97 Teameurostar UK, and the amateur-built EV-97 Eurostar, to identify whether modification is required to prevent inadvertent, improper or abrupt input.

CAA Response

The Civil Aviation Authority accepts this Recommendation. By 31 May 2018, the Civil Aviation Authority will place a requirement on the Light Aircraft Association, the British Microlight Aircraft Association, Light Sport Aviation Ltd and Evektor to conduct a joint review as recommended. The review will be tasked with identifying whether modification to prevent inadvertent, improper or abrupt input is required.

CAA Status – Open