This accident report summary is collated by the BMAA from information gathered. The information sources used are the Air Accident Investigation Branch of the Department for Transport (AAIB), the Civil Aviation Authority Mandatory Occurrence Reports (CAA MOR) and reports made directly to the BMAA by members and operators.

The individual reports within the accident summary are taken from the information available to the BMAA and where the BMAA has made comment this is clearly shown.

The BMAA does not investigate accidents and incidents, this role being the responsibility of the AAIB and the CAA who have the expertise, experience and funding for investigation.

All pilots reading the reports should try to make their own assessment of underlying causes and use the experience of others to enhance their own knowledge to help them become safer pilots.
ACCIDENT

Aircraft Type and Registration: EV-97 TeamEurostar UK, G-CDTU
No & Type of Engines: 1 Rotax 912-UL piston engine
Year of Manufacture: 2005
Date & Time (UTC): 27 May 2012 at 1400 hrs
Location: Arclid Airstrip, near Sandbach, Cheshire
Type of Flight: Training
Persons on Board: Crew - 1 Passengers - None
Injuries: Crew - None Passengers - N/A
Nature of Damage: Damage to nosewheel, fuselage underside, wingtip, engine cowling, propeller and main wheel fairings
Commander’s Licence: Student
Commander’s Age: 49 years
Commander’s Flying Experience: 29 hours (of which 29 were on type)
Last 90 days - 29 hours
Last 28 days - 9 hours
Information Source: Aircraft Accident Report Form submitted by the pilot

The student pilot was landing on Runway 20 as part of a qualifying cross-country exercise. The wind was from 120° at 8 to 9 kt. He rounded-out smoothly with right rudder applied to correct for drift caused by the crosswind. On touchdown he held the stick back and centred the rudder in preparation for lowering the nosewheel. At this point the aircraft weathercocked to the left, possibly due to a gust. When he tried to compensate by applying right rudder, it was ineffective due to the low speed and, with the nose still raised, the aircraft ran off the left side of the runway and into a ploughed field. The rough ground bent the nosewheel back and the propeller struck the ground.

The student said he had learned to lower the nose earlier to maintain control as rudder effectiveness decreases.

BMAA Comment
The BMAA will be producing a dedicated article on crosswind techniques and go-around scenarios for our magazine Microlight Flying in the near future.
## ACCIDENT

**Aircraft Type and Registration:** Mainair Blade, G-MYTu

**No & Type of Engines:** 1 Rotax 582-2V piston engine

**Year of Manufacture:** 1994 (Serial no: 1011-1094-7-W808)

**Date & Time (UTC):** 29 May 2012 at 1315 hrs

**Location:** Private strip near Wolvey, Warwickshire

**Type of Flight:** Training

**Persons on Board:**
- Crew - 2
- Passengers - None

**Injuries:**
- Crew - None
- Passengers - N/A

**Nature of Damage:** Damage to landing gear, propeller, wing tip and ‘A’ frame

**Commander’s Licence:** Private Pilot’s Licence

**Commander’s Age:** 58 years

**Commander’s Flying Experience:**
- 4,011 hours (of which 29 were on type)
- Last 90 days - 46 hours
- Last 28 days - 24 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The microlight was being flown on a training flight to practise visual circuits, with an instructor and student on board. The student occupied the front seat. The 345 m grass runway at the private airstrip was orientated 15/30, with the north-westerly direction in use. The surface wind was light and variable, mainly from the west to north-west, and visibility was good with no significant weather.

It was the fourth takeoff, and the microlight became airborne within half of the runway length. Just after becoming airborne, it drifted to the right and the wing struck adjacent standing crops. This caused the microlight to yaw rapidly to the right, damaging the right wing tip and landing gear. Only one blade of the propeller was damaged, which the pilot thought indicated that the engine was not producing full power when it struck the ground. Although damage to the microlight was significant, neither occupant (both of whom were wearing safety helmets) was injured.

The instructor thought that the student’s right foot had slipped off the throttle at a critical stage of takeoff. He had been unable to correct the situation in the short time before the microlight drifted and struck the crops.

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**BMAA Comment**

*When undertaking flight training it is very important to consider the suitability of the proposed strip before flying.*
ACCIDENT

Aircraft Type and Registration: Ikarus C42 FB80, G-CFLD
No & Type of Engines: 1 Rotax 912-UL piston engine
Year of Manufacture: 2008 (Serial no: 0807-6982)
Date & Time (UTC): 5 September 2012 at 1240 hrs
Location: Glenrothes Fife Airport, Fife
Type of Flight: Private
Persons on Board: Crew - 1 Passengers - 1
Injuries: Crew - None Passengers - None
Nature of Damage: Damage to nose landing gear, propeller, engine cowling and left wheel spat
Commander’s Licence: National Private Pilot’s Licence
Commander’s Age: 55 years
Commander’s Flying Experience: 198 hours (of which 103 were on type)
Last 90 days - 21 hours
Last 28 days - 14 hours
Information Source: Aircraft Accident Report Form submitted by the pilot

Synopsis

The aircraft touched down in a crosswind at the side of the runway and bounced. It began a ‘porpoising’ motion and the pilot, in an attempt to recover, lost control of the aircraft. It touched down again in soft ground to the side of the runway and the nose landing gear collapsed.

History of the flight

The pilot was making his first visit to Fife Airport. Runway 25 was in use, which is a hard surface runway, 700 m long by 18 m wide. The weather was fine, with good visibility and broken cloud. The surface wind was from the north-west at an estimated 12 kt for the approach, but variable in direction and speed up to 20 kt.

The pilot flew a normal circuit pattern, appropriately modified to meet local requirements. The aircraft became high on final approach so the pilot initiated a sideslip, a manoeuvre with which he was familiar. When the aircraft reached the point of flare, it had drifted to the left (downwind) side of the runway. The aircraft bounced and started a ‘porpoising’ motion and the pilot responded by adding power in an attempt to regain positive control and to make a second landing further along the runway. This was unsuccessful; the aircraft adopted a nose-high attitude and veered further left, landing again on soft ground adjacent to the runway. The nose landing gear collapsed and the aircraft came to rest on the grass in a nose-down attitude.
The pilot made the aircraft safe and assisted his passenger to vacate the aircraft. They were both wearing full harnesses and were uninjured. The aerodrome fire service responded to the accident, and was joined by the civil emergency services a short time later.

The pilot observed that the bounced landing had escalated to a worse situation through a combination of incorrect or inadequate response and inputs. In view of the crosswind, he realised that it had been inadvisable to continue the approach once the aircraft had drifted to the downwind side of the runway.

**BMAA Comment**
As the pilot states in his comments, establishing a go-around could have prevented the accident. The BMAA will be producing a dedicated article on crosswind techniques for our magazine Microlight Flying in the near future.
ACCIDENT

Aircraft Type and Registration: Ikarus C42 FB80, G-SFLB
No & Type of Engines: 1 Rotax 912-UL piston engine
Year of Manufacture: 2007 (Serial no: 0709-6914)
Date & Time (UTC): 15 July 2012 at 0948 hrs
Location: Lower Upham Airfield, Hampshire
Type of Flight: Private
Persons on Board: Crew - 1 Passengers - 1
Injuries: Crew - 1 (Minor) Passengers - None
Nature of Damage: Left wing, fuselage and landing gear damaged. Substantial damage to the engine and propeller
Commander’s Licence: National Private Pilot’s Licence
Commander’s Age: 45 years
Commander’s Flying Experience: 94 hours (of which 94 were on type)
Last 90 days - 11 hours
Last 28 days - 2 hours
Information Source: Aircraft Accident Report Form submitted by the pilot

Synopsis

The aircraft stalled during a go-around after touching down heavily approximately half-way down the runway.

History of the flight

Following a local flight, the pilot positioned the aircraft to land on Runway 04 at Lower Upham Airfield. The wind was reported as calm and the 570 m, uphill, grass runway was described as wet.

The pilot reported that he was slightly higher than normal on the approach and therefore increased his rate of descent by sideslipping the aircraft. Witnesses reported that the aircraft seemed to be high and fast on the approach and that it touched down heavily approximately half-way along the runway. The aircraft was then seen to bounce twice before touching down on a heading approximately 20° to the left of the runway direction. After a short ground roll, the engine power was heard to increase and the aircraft became airborne and just cleared a hedge which ran along the left edge of the runway. The aircraft struck the ground in a nose down attitude in a field on the other side of the hedge. The pilot suffered a minor back injury but the passenger was uninjured.

AAIB comment

The reported facts indicate that the aircraft stalled during the go-around as the pilot attempted to gain sufficient height to clear a hedge that ran along the edge of the runway.
BMAA Comment
A more accurate approach would have allowed better control of speed and direction, especially into a short slip. Continuing a poor approach establish earlier go-around
ACCIDENT

Aircraft Type and Registration: Pegasus Quantum 15 Quantum, G-MZBB
No & Type of Engines: 1 Rotax 582-40 piston engine
Year of Manufacture: 1996 (Serial no: 7139)
Date & Time (UTC): 21 July 2012 at 1400 hrs
Location: Pilgrims Field, Lathones, Fife
Type of Flight: Private
Persons on Board: Crew - 1 Passengers - 1
Injuries: Crew - None Passengers - None
Nature of Damage: Forward flying wires severed and pod, wing and monopole damaged
Commander’s Licence: National Private Pilot’s Licence - Microlight
Commander’s Age: 58 years
Commander’s Flying Experience: 390 hours (of which 390 were on type)
Last 90 days - 15 hours
Last 28 days - 7 hours
Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot reported that the aircraft was five miles into a 20-mile flight from a farm strip at Kingsmuir to Fife Airport when at a height of approximately 1,200 feet the engine suddenly stopped. He positioned the aircraft for an into-wind field landing, but at a height of approximately 25 feet he encountered a downdraft and at the same time noticed a row of electrical cables ahead of the aircraft. The aircraft struck the electrical cables, causing them to break. The forward flying wires between the basebar and the nose plate of the wing also broke and the aircraft descended rapidly to the ground where it rolled onto its left side.

While the pilot and passenger were uninjured, the pod, wing and monopole were all damaged in the accident. The reason for the engine stoppage is not known at this time.

No BMAA Comment
## ACCIDENT

**Aircraft Type and Registration:** Mainair Blade, G-MYYG  
**No & Type of Engines:** 1 Rotax 462 piston engine  
**Year of Manufacture:** 1995 (Serial no: 1054-0995-7-W852)  
**Date & Time (UTC):** 7 September 2012 at 1320 hrs  
**Location:** Cromer (Northrepps) Airfield, Norfolk  
**Type of Flight:** Private  
**Persons on Board:**  
- Crew - 1  
- Passengers - 1  
**Injuries:**  
- Crew - None  
- Passengers - None  
**Nature of Damage:** Extensive damage to wing and pylon. Engine shock-loaded  
**Commander’s Licence:** National Private Pilot’s Licence  
**Commander’s Age:** 20 years  
**Commander’s Flying Experience:**  
- 84 hours (of which 6 were on type)  
- Last 90 days - 10 hours  
- Last 28 days - 6 hours  
**Information Source:** Aircraft Accident Report Form submitted by the pilot

The aircraft was returning from a local flight and was landing on Runway 22. The wind was 230° at 3 kt. Shortly after touchdown the left wheel lifted and the aircraft rolled over to the right. It came to rest, inverted, approximately 30 m further down the runway, partially trapping the occupants. There were no injuries.
ACCIDENT

Aircraft Type and Registration: Pegasus Quantum 15-912, G-MDBC
No & Type of Engines: 1 Rotax 912 piston engine
Year of Manufacture: 2001 (Serial no: 7814)
Date & Time (UTC): 20 October 2012 at 0930 hrs
Location: Sandbach, Cheshire
Type of Flight: Training
Persons on Board: Crew - 1  Passengers - None
Injuries: Crew - 1 (Minor)  Passengers - N/A
Nature of Damage: Extensive damage to wing and trike
Commander’s Licence: Student pilot
Commander’s Age: 51 years
Commander’s Flying Experience: 35 hours (of which all were on type)
Last 90 days - 9 hours
Last 28 days - 5 hours
Information Source: Aircraft Accident Report Form submitted by the pilot

The student pilot misjudged the final approach and touched down about 10 m short of the airstrip, in a muddy ploughed field. The aircraft decelerated rapidly and pitched forward and back again, coming to rest upright at the start of the airstrip. The student pilot was taken to hospital but discharged later that day.
# ACCIDENT

## Aircraft Type and Registration:
QuikR, G-SUKY

## No & Type of Engines:
1 Rotax 912 piston engine

## Year of Manufacture:
2009 (Serial no: 8456)

## Date & Time (UTC):
22 July 2012 at 1430 hrs

## Location:
Old Sarum Airfield, Wiltshire

## Type of Flight:
Training

## Persons on Board:
**Crew** - 2  
**Passengers** - None

## Injuries:
**Crew** - 1 (Serious)  
1 (Minor)

## Nature of Damage:
Wing, propeller, engine and trike

## Commander’s Licence:
Private Pilot’s Licence

## Commander’s Age:
48 years

## Commander’s Flying Experience:
2,072 hours (of which 528 were on type)  
Last 90 days - 86 hours  
Last 28 days - 43 hours

## Information Source:
Aircraft Accident Report Form submitted by the pilot

### Synopsis

During a training flight, while in the hold-off immediately prior to landing, the aircraft rapidly rolled to the right and struck the ground.

### Description of the event

The weather at Old Sarum Airfield was good, with a reported wind of 10 kt at 190°. Runway 24 was in use. The instructor, who had already completed two training flights earlier in the day, assessed that the weather conditions were suitable for the planned training detail and within the capabilities of the student pilot. The instructor briefed that they would initially fly one circuit to confirm if the conditions were suitable to remain in the circuit. If they were not she planned to revise some upper air exercises with the student.

The instructor described the takeoff, circuit and final approach as uneventful and “handled well by the student”. She covered the training bar controls throughout the approach, prepared to take control from the student if required. Whilst the aircraft was in the hold-off phase immediately prior to landing, it rolled suddenly to the right without warning and struck the ground. The instructor and student were unable to exit the aircraft until onlookers assisted by righting the aircraft. Both occupants sustained injuries in the impact.

The instructor reported that she had not detected any developing roll through the training bars. Another instructor commented that he had observed some sudden gusts of around 15 kt at about 90° to the runway around
the time of the flight. This led the instructor of the QuikR to consider that the aircraft had encountered a sudden gust of wind from the left during the hold-off, causing it to roll rapidly to the right without warning.

No BMAA Comment
ACCIDENT

Aircraft Type and Registration: Savannah VG Jabiru(1), G-CFKV

No & Type of Engines: 1 Jabiru Aircraft PTY 2200A piston engine

Year of Manufacture: 2008  (Serial no: BMAA/HB/579)

Date & Time (UTC): 9 September 2012 at 0920 hrs

Location: Private airstrip 5 nm south of Newark, Nottinghamshire

Type of Flight: Private

Persons on Board: Crew - 1  Passengers - 1

Injuries: Crew - None  Passengers - None

Nature of Damage: Damage to wings, undercarriage, fuselage and cockpit

Commander’s Licence: Private Pilot’s Licence

Commander’s Age: 63 years

Commander’s Flying Experience: 1,044 hours (of which 326 were on type)
Last 90 days - 13 hours
Last 28 days - 2 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot reported that he was taking off from his own airstrip in fine conditions and with a south-south-westerly wind of 4 or 5 kt. The airstrip was orientated east-west, with takeoff being made to the west. The aircraft became airborne at the usual lift off point with an indicated airspeed of 40 mph. It climbed about 10 ft before the climb ceased and the aircraft rolled gently to the left. As the aircraft deviation from the centreline reached 40°, it became obvious to the pilot that it would not clear a line of trees to the left of the airstrip. He closed the throttle and made a heavy landing on rough ground. Although the aircraft was damaged, neither occupant was injured.

The pilot believed that the aircraft stalled after it became airborne with insufficient speed and was unable to climb out of ground effect. He thought that the light crosswind from the left, which would have been disturbed by the trees, may have aggravated the situation.

BMAA Comment
The pilot's comments suggest becoming airbourne at too low an air speed leading to a loss of control. You must have sufficient airspeed in order to remain in control of the aircraft, which is particularly important when close to the ground.
ACCIDENT

Aircraft Type and Registration: Shadow Series CD Shadow, G-MZBN
No & Type of Engines: 1 Rotax 503-2V piston engine
Year of Manufacture: 1987  (Serial no: BMAA/HB/073)
Date & Time (UTC): 18 August 2012 at 1540 hrs
Location: Field near Cromer (Northrepps) Airfield, Norfolk
Type of Flight: Private
Persons on Board: Crew - 1  Passengers - None
Injuries: Crew - None  Passengers - N/A
Nature of Damage: Nosewheel detached, radio antenna and front pod damaged
Commander’s Licence: National Private Pilot’s Licence
Commander’s Age: 60 years
Commander’s Flying Experience: 148 hours (of which 102 were on type)
Last 90 days - 2 hours
Last 28 days - 2 hours
Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot was performing a solo flight in fine weather to build hours. With the fuel gauge reading one-quarter full, he decided to return towards the airfield after practising some turns to the left and right. During the return to the airfield, the engine stopped. After selecting the largest field (which contained a standing crop of potatoes) and turning into wind, the pilot executed a landing as “a normal landing on a runway”. At touchdown, the aircraft stopped abruptly but the pilot, who was wearing a full harness, was uninjured.

The pilot considered that with a low fuel quantity, air could have been introduced into the fuel system during the left and right turns which caused the engine to stop.

No BMAA Comment
ACCIDENT

Aircraft Type and Registration: Pegasus Quik, G-CWIK
No & Type of Engines: 1 Rotax 912 ULS piston engine
Year of Manufacture: 2004 (Serial no: 8018)
Date & Time (UTC): 12 May 2012 at 1013 hrs
Location: 100 ft below summit of Ben More, Stirlingshire, Scotland
Type of Flight: Private
Persons on Board: Crew - 1  Passengers - 1
Injuries: Crew - 1 (Fatal)  Passengers - 1 (Fatal)
Nature of Damage: Aircraft destroyed
Commander’s Licence: Private Pilot’s Licence (Microlights)
Commander’s Age: 63 years
Commander’s Flying Experience: 826 hours (of which 1 was on type)
Last 90 days - 12 hours
Last 28 days - 6 hours
Information Source: AAIB Field Investigation

Synopsis

The aircraft was being flown by an experienced microlight pilot accompanied by the owner, who was a passenger, occupying the rear seat. They were transiting from Perth to Glenforsa, on the Isle of Mull, at about 6,000 ft, above scattered cloud. Approximately 2 nm east of Ben More mountain, in Stirlingshire, the aircraft descended in good visibility, remaining clear of the cloud. The descent and flight up to one second before impact was recorded on a video camera attached to the aircraft. The aircraft levelled off below the cloud base and approximately 100 ft above the summit of the mountain. It continued towards the mountain and encountered severe turbulence in the lee of the summit. This appeared to cause the pilot to lose control of the aircraft, which impacted the south side of the summit, fatally injuring both occupants.

History of the flight

A group of friends had agreed to fly from Perth Airport to Glenforsa, an airfield on the Isle of Mull, using four weight-shift microlight aircraft. The owner of G-CWIK had purchased the aircraft in October 2011 and was taking flying lessons in it. On the day of the accident the pilot and the owner (his passenger) arrived between 0700 and 0730 hrs and prepared their aircraft. G-CWIK had been refuelled the day before the accident and at about 0800 hrs the group met to discuss the flight. They would not be flying in formation, or as an organised stream,
but would make their way independently, meeting at Glenforsa for lunch.

According to the ATC movements log, the group of aircraft departed to the west, between 0917 and 0927 hrs with G-CWIK departing at 0920 hrs. The pilots described the weather at Perth when they departed as having good visibility, with scattered clouds at about 4,000 ft. One of the pilots later reported that he initially climbed to 4,000 ft, where he estimated, from his GPS groundspeed and his indicated airspeed, a headwind component of about 15-20 mph with moderate levels of turbulence. Due to the turbulence, he climbed to between 6,000 and 7,000 ft, where the flying conditions were smoother. G-CWIK was last seen by one of the other aircraft at about 6,000 ft to the northeast of Ben More, where it was seen to descend.

A GoPro Hero video camera, attached to G-CWIK and facing forward in the direction of flight, was later used by the investigation to reconstruct the later stages of flight. The final camera recording commenced 3 minutes and 21 seconds before impact and showed the aircraft descending above a small patch of stratus cloud, with the snow-capped summit of Ben More (elevation 3,850 ft amsl) clearly visible through a gap. The local terrain was visible in sunshine with the slow-moving shadows of the scattered cloud. There was no smoke or other visual means to indicate the direction and strength of the wind, and no snow ‘spindrift’¹ was being blown from the summit. The aircraft manoeuvred to the right and left avoiding entering cloud and then passed clear of the edge of a cloud, heading towards the top of the mountain. The aircraft levelled off and engine speed increased just below the cloud base, which was about 300 ft higher than the summit. The recording shows that the aircraft descended slightly, to about the same height as the summit and heading directly towards it, as if to pass over the top. The flight path appeared stable until about 300 m before the summit, when the aircraft began rolling from side to side, with some pitching motion. The engine speed increased significantly and the aircraft banked rapidly left and right and then pitched rapidly nose-down before impacting the mountain side.

A witness on top of Ben More saw the last moments of the aircraft’s flight but did not see or hear the impact. He described the wind at the summit as “very strong” and that when he removed an item of clothing from his rucksack it was nearly “ripped” out of his hand by the wind. He did not realise that the aircraft had crashed; the noise of the wind had probably masked the sound of the impact. Shortly after this he met two other hill walkers and they came across the wreckage some time later. They reported the accident to the police, who mobilised the Search and Rescue response. Both occupants had been fatally injured.

Aircraft description

The Pegasus Quik is a tandem two-seat weight-shift microlight, powered by a Rotax 912 ULS piston engine driving a Warp Drive three-bladed propeller (Figure 1).

Footnote

¹ Spindrift is the movement of the surface snow particles due to the effect of the wind.
G-CWIK was fitted with the optional electric pitch trim system and the GoPro Hero video camera was mounted on the forward strut. The Permit to Fly had been renewed on 3 May 2012 and the airframe and engine had accumulated 438 hours. The wing, which had been replaced in July 2010 following an accident, had accumulated 62 hours.

**Accident site and wreckage examination**

The aircraft had struck Ben More mountain on its south-eastern side 100 ft below the summit (Figure 2). The accident site was consistent with the aircraft having hit a small rock in a steep nose-down attitude with some left bank. The nosewheel and parts of the nose structure were embedded in the ground by the rock and the main aircraft wreckage was lying inverted 8 m away from the rock in the direction of 225°(M). The fuel tank had split and was empty but there was a distinct smell of fuel at the accident site. All three propeller blades had failed near the root.

The wreckage was recovered from the mountain by helicopter on 16 May 2012 and then transported to the AAIB’s facility in Farnborough for more detailed examination. All the failures within the airframe and wing structure could be explained as a result of impact forces. The pylon had failed aft due to buckling loads which permitted the propeller to strike the wing. The aft end of the keel and the aft end of the fin tube had been deformed as a result of propeller strikes indicating significant energy in the propeller. All failures within the rigging were due to overload resulting from impact forces or propeller strikes.

The electric motor for the pitch trim system was found set to ‘six turns’. According to the aircraft manufacturer this trim setting, with two occupants, would result in an approximate trimmed airspeed of 60 to 65 mph.

![Figure 2](image.png)

*Figure 2*

Accident site location, 100 ft below summit of Ben More (image extracted from video camera fitted to G-CWIK)
The lap straps from both seats had failed in overload. However, the harnesses on UK microlights are only required to restrain occupants in the case of 9.0g forward loading and 4.5g upward loading – the impact loads in this accident would have been considerably higher.

**Recorded data**

**Devices from the aircraft**

A number of electronic devices were recovered from the accident site, including a GPS eTrex Legend C and a GPS-enabled iPad. However, the only relevant recordings that were recoverable were from the memory card of the GoPro Hero video camera.

Two video files were recovered from the video camera, both taken in the air during the accident flight. The first covered a period of one minute and four seconds while approximately 25 km east-south-east of the accident site. The second video file had not been completed properly, indicative of a loss of power, and required forensic techniques to make it playable. This video was three minutes and 21 seconds long and ended with the aircraft in a steep nose-down attitude, visually estimated to be 10 to 20 ft above the ground, within 20 m of where the main wreckage was found.

The video images provided good evidence of the weather conditions and flight path, shown in Figures 3 and 4 and described in the ‘History of the flight’ section of this report. The Figure 3 images at ‘6 seconds’ and ‘5 seconds’ indicate a roll rate of about 55º/sec and subsequent images showed a nose-down pitch.

Analysis of the recorded audio showed clear engine-related signatures. The engine speed varied for the bulk of the recording and towards the end increased in increments until reaching the maximum continuous speed of 5,500 rpm, 40 seconds before the end of the recording. This was maintained for 9 seconds before increasing to the redline speed of 5,800 rpm. 10 seconds before the end of the recording the engine speed increased to approximately 6,090 rpm. 3.6 seconds from the end of the recording, the audio signatures stopped, returned and then disappeared once more, coincident with moments of more extreme attitude apparent from the video images.

**Radar**

Radar return recordings from Kincardine and Lowther Hill radar heads were provided by the national provider of air traffic services, NATS. The aircraft was not using an ATC transponder so could only be tracked using primary radar. Microlight aircraft do not present a strong primary radar target and intervening terrain between the aircraft and the radar heads caused further problems in reconstructing the flight, resulting in parts of the flight path not being detected by radar and the other parts being subject to large errors. The last recorded radar return relating to the accident aircraft was 2.2 km east-north-east of the accident site.

The radar data included sporadic coverage of the other microlight aircraft in the area, showing them generally flying several kilometres apart, following different paths. This concurred with GPS tracks recovered from other microlight aircraft involved in the journey.

A secondary radar track from a helicopter in the area at the time was also reviewed. The helicopter flew from the south-east, between Ben More and the adjacent peak, below the height of the peaks, and then to the north-west (Figure 4). Photographs and video taken from this helicopter at about the time of the accident were reviewed but did not capture the accident aircraft.
Combined data

The final section of the radar track of the accident aircraft was consistent with the position of the aircraft established by analysis of the video. The correlation was used to derive the approximate timings for the video (Figure 4).

The paths and timings of the helicopter and the microlight indicate that the microlight impact was
between 0.4 nm and 1.1 nm ahead of the helicopter. This established that the helicopter was not a factor in the accident.

**Meteorological information**

On the day of the accident a large high pressure system was established to the west of the UK, extending its influence over Scotland. Over Scotland, the surface wind observations valid at 1100 hrs UTC show westerly winds of 10-15 kt with a 2,000 ft gradient wind of 310° at 25-28 kt. At Glen Ogle, near the crash site, the surface wind between 1000 and 1200 UTC was westerly 16-19 kt with gusts of 24-26 kt.

The movement of the cloud shadows near the summit of Ben More was recorded on the video and analysis indicated a wind of 306°T at 32 kt, at about 4,000 ft. The visibility was approximately 40 km with the generally scattered cloudbase between 3,500 and 5,000 ft. The sea level temperature was about 12°C.

**Medical and pathological information**

A post-mortem examination of both occupants revealed that they had died of severe multiple injuries, consistent with having been caused when the aircraft struck the ground. The crash forces were outside the range of human tolerance and therefore the impact was not
survivable. There was no evidence of any pre-existing condition that may have contributed to the accident and toxicology showed no evidence of drugs or alcohol in either occupant.

**Mountain flying guidance**

There are a number of documents available on the internet covering mountain flying. An example is the Civil Aviation Authority of New Zealand ‘*Good Aviation Practice (GAP), Mountain Flying*’ publication (www.caa.govt.nz/safety_info/good_aviation_practice.htm). It contains valuable information and clearly describes the potential hazards associated with flying in mountainous terrain. The illustrations below are reproduced from this document.

Wind strength increases as it passes over a mountain feature, due to the Venturi effect of the mountain. As a result, wind strength on the summit of a mountain will be significantly greater than the ambient wind speed away from the summit at the same height.

This fact is illustrated in Figure 5, with wind speeds for illustrative purposes only.

The strength of the ambient wind will govern the degree of turbulence created. A gentle wind will simply flow over the terrain following the contours but as the strength increases the wind will curl over and around features, forming up and down drafts as well as vortices, the severity of which will increase with the strength of the wind. This effect is shown in Figure 6.

![Figure 5](image1.png)

**Figure 5**

The Venturi effect of the mountain increasing the wind speed at the summit

![Figure 6](image2.png)

**Figure 6**

The creation of hazardous turbulence in the lee of high ground related to wind strength
Analysis

The wreckage examination did not reveal any evidence of a technical fault or pre-impact structural failure. The engine was not examined in detail as audio evidence from the video camera, and the damage to the propeller blades, indicated that the engine was producing power at impact.

The video retrieved from the GoPro camera recorded the flight path as stable up to a point about 300 m from the summit of Ben More. At this point the aircraft started to roll rapidly from left to right and pitched nose-down. The increase in engine power up to the redline speed of 5,800 rpm and then, in the last 10 seconds before the end of the recording, to approximately 6,090 rpm, suggests the pilot was trying to arrest his rate of descent and climb out of the turbulence. The aircraft’s motion and final flight path is consistent with the effect of turbulent air in the lee of a summit, which creates downdrafts, rotors and vortices.

The evidence of the hill walker on the summit of Ben More, regarding the direction and strength of the wind, indicated that the aircraft’s track was downwind of the summit with a wind speed of 30 to 35 kt. This is supported by the recorded video data showing the clouds indicating a wind of 306° at 32 kt near the summit. The pilot of G-CWIK would have known that the winds were westerly from his takeoff at Perth but it is not known how he was conducting his en route navigation and whether that would have given him an appreciation of the wind speed and direction at Ben More. Further, the video recording shows that there was no compelling visual evidence of the wind speed and direction at the summit, such as snow ‘spindrift’. It is likely that, in this case, a lack of awareness of the wind conditions, and of the likelihood and severity of turbulence downwind of high ground, were factors in this accident.

In summary, the severity of the turbulence created by the wind, close to the summit of Ben More, was such that it exceeded the safe conditions for flight in the microlight aircraft. This resulted in a loss of control, which led to the impact close to the summit of the mountain.

Safety Recommendation

The UK CAA produces a series of Safety Sense Leaflets covering a wide range of aviation activities but this does not currently include a leaflet covering mountain flying. The following Safety Recommendation is made:

Safety Recommendation 2012-037

It is recommended that the Civil Aviation Authority produce a Safety Sense Leaflet, or other guidance material, covering the activity of mountain flying for the UK general aviation community.

BMAA Comment

Reference is made to the Microlight Flying Magazine article (APRIL 2013) - ‘High Flyers Need Extra Skills’
High Flyers Need Extra Skills

After reading a lot of great articles in our MF magazine, more and more pilots are venturing farther afield. From the Scottish mountains, the Isles of Silly, France, Spain and beyond, everywhere seems and is possible.

Most of these pilots and their crew return exhilarated, more experienced and have proved how capable our type of aircraft in the right hands are. Unfortunately some set out, but do not return to their friends and family.

Mountains and hills have proved to be places that require great care in planning and skills if they are on your flight path. For a “flat-lander” who normally takes off from the fens of East Anglia my trips through the mountain ranges of Spain and North America required me to take a vital piece of equipment – an experienced safety pilot. It’s like every part of our “flying”, good training helps to keep us safe.

The advice from several aviation authorities in their safety-sense leaflets stresses flight planning (which is always important) is even greater for crossing high ground. One country’s authority clearly states – those who wish to fly through mountainous terrain must develop special skills and appreciate the factors involved, plus know their own limitations and those of their aircraft. Then stick to them!

Some of this advice is, whilst pre-flighting the aircraft avoid carrying unnecessary payload to ensure maximum performance, plus that everything is adequately secured, as turbulence will be stronger. Next set your limits, what visibility will you place on yourself? What cloud base? What wind strength and direction? Will you arrive with daylight to spare? All this leads on to knowing your aircrafts performance and how it’s affected by altitude and turbulence.

All mountainous terrain can be subject to severe and rapidly changing weather so if possible get a local area briefing from an experience local instructor. Wind is usually present in any mountainous area, intelligent assessment of its strength and direction will help flights to be planned for the probable smoothest route. Downdraughts and turbulence will generally be found on the lee side of features and will increase in severity and extent with increase in wind speed. Microlights flying into these areas and crossing a peak or ridge can and have been driven into the ground below.

We are told that normally at wind speeds below 15 knots the flow is generally predictable, but above the patterns alter and become more difficult to predict. There are many websites plus books and leaflets that describe and show diagrams of mountain flying techniques, but there is no substitute for practical, basic, mountain-flying training, so if you can get some do so.

New Pilots Safety Days

The BMAA will be running a series of Safety Days for new and low-hour pilots at Deddington HQ. The aim of the day will be to introduce pilots to the staff at the BMAA, plus talks on Human Performance and improving flying skills. Time will also be made available for questions on owning, maintaining and modifying your aircraft. Those wishing to attend should contact pete@bmaa.org for details.

Pete Watson
BMAA Safety Officer
ACCIDENT

Aircraft Type and Registration: Escapade 912(1), G-CDKL
No & Type of Engines: 1 Rotax 912-UL piston engine
Year of Manufacture: 2005 (Serial no: BMAA/HB/359)
Date & Time (UTC): 22 September 2012 at 1300 hrs
Location: Eshott Airfield, Northumberland
Type of Flight: Private
Persons on Board: Crew - 1 Passengers - 1
Injuries: Crew - None Passengers - 1 (Minor)
Nature of Damage: Damage to propeller and right wing, landing gear collapsed
Commander’s Licence: National Private Pilot’s Licence
Commander’s Age: 51 years
Commander’s Flying Experience: 114 hours (of which 27 were on type)
Last 90 days - 5 hours
Last 28 days - 2 hours
Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft was being flown on a flight from an airfield in North Yorkshire to Eshott in Northumberland. The weather at Eshott was fine, with a light easterly wind and good visibility. On arrival, the pilot was informed by the Air/Ground operator that Runway 26 was in use, which was an asphalt runway, 550 m in length.

The aircraft (a tailwheel type) was not fully aligned with the runway on touchdown. The pilot applied rudder to correct the situation but lost control of the aircraft, which ‘ground looped’. Its right main landing gear collapsed and the right wing made contact with the runway. The propeller also contacted the runway and shattered. The cockpit area was undamaged; the pilot and his passenger vacated the aircraft via the side doors.

Whilst on final approach, the pilot had noticed an aircraft taxiing towards the runway threshold for departure. He thought he had been distracted by this aircraft, with the result that the aircraft landed whilst not fully aligned, and that his use of rudder had led to the loss of control.

BMAA Comment
The BMAA will be producing a dedicated article on crosswind techniques and go-around scenarios for our magazine Microlight Flying in the near future.
### ACCIDENT

**Aircraft Type and Registration:** Mainair Blade, G-MZED  
**No & Type of Engines:** 1 Rotax 582-2V piston engine  
**Year of Manufacture:** 1996 (Serial no: 1092-0796-7-W895)  
**Date & Time (UTC):** 22 September 2012 at 1148 hrs  
**Location:** Eshott Airfield, Northumberland  
**Type of Flight:** Training  
**Persons on Board:**  
- Crew - 1  
- Passengers - 1  
**Injuries:**  
- Crew - 1 (Minor)  
- Passengers - 1 (Serious)  
**Nature of Damage:** Trike unit and wing were both damaged beyond economic repair; further damage to an EV-97 Eurostar  
**Commander’s Licence:** Private Pilot’s Licence  
**Commander’s Age:** 50 years  
**Commander’s Flying Experience:**  
- 666 hours (of which 534 were on type)  
- Last 90 days - 13 hours  
- Last 28 days - 8 hours  
**Information Source:** Aircraft Accident Report Form submitted by the pilot

The pilot reports that his aircraft, a weight-shift microlight, was on a normal approach for Runway 01 (asphalt) at Eshott Airfield, following a Robinson R22 light helicopter in light winds. The approach was good, with the correct speed and approach angle, maintaining a constant distance from the helicopter ahead, until, crossing the threshold, G-MZED was “pulled from the sky” and impacted the ground at a high rate of descent. The aircraft bounced across the neighbouring grass runway and collided with a parked EV-97 Eurostar aircraft. Both occupants of G-MZED suffered injuries, were released from the wreckage by bystanders and taken to hospital by air ambulance.

The pilot considers that the accident was caused by the microlight’s encounter with the helicopter’s downwash and that he had not been aware of the likely severity of this effect.

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**BMAA Comment**

_Turbulence from rotorwash and propwash can be surprisingly strong and in extreme cases lead to loss of control. In calm conditions the turbulence generated will linger._
ACCIDENT

Aircraft Type and Registration: Pegasus Quantum 15, G-MYRN
No & Type of Engines: 1 Rotax 582-48 piston engine
Year of Manufacture: 1994 (Serial no: 6801)
Date & Time (UTC): 17 November 2012 at 1100 hrs
Location: 4 nm south-east of Perth (Scone) Aerodrome, Perthshire
Type of Flight: Private
Persons on Board: Crew - 1 Passengers - None
Injuries: Crew - None Passengers - N/A
Nature of Damage: Damage to front landing gear and wing
Commander’s Licence: National Private Pilot’s Licence
Commander’s Age: 56 years
Commander’s Flying Experience: 218 hours (of which 150 were on type)
                      Last 90 days - 20 hours
                      Last 28 days - 6 hours
Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft took off from Perth Aerodrome for a 40-minute flight. It had flown earlier that day without
fault, and the pilot had refuelled it prior to his flight. The weather conditions were clear and dry with light winds,
but cold.

About five minutes after takeoff the engine started to run rough, although the engine instruments showed normal
indications. The pilot reduced power and identified a farm field in which to land. As he neared the field, he
realised that it was crossed by wire fencing. With the engine now stopped, he was forced to manoeuvre to avoid
the fencing, and eventually landed in a muddy

BMAA Comment

The pilot made a good decision to begin the forced landing procedure promptly. It was unfortunate to encounter
the wire on his final approach. Unless an oil injection system is fitted, 2 stroke oil should be premixed with the
fuel, prior to refuelling the aircraft. This is to ensure adequate mixing of the fuel.

field north of the chosen one. The aircraft turned over, sustaining minor damage, although the pilot was not
injured.

The pilot subsequently dismantled the engine, which was found to have seized. The reason for the seizure was not
positively confirmed, but the pilot believed that it may have been due to a lack of lubrication. Prior to refuelling
for the flight, he put the correct amount of lubricant in the fuel tank, followed by the fuel (MOGAS). He
considered it possible that inadequate mixing of the two had taken place.
ACCIDENT

Aircraft Type and Registration: Skyranger Swift, G-CEUJ

No & Type of Engines: 1 Rotax 912 ULS piston engine

Year of Manufacture: 2007 (Serial no: BMAA/HB/548)

Date & Time (UTC): 14 November 2012 at 1530 hrs

Location: Sackville Farm Airfield, Bedfordshire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - 1 (Minor)

Nature of Damage: Damage to engine mounts and firewall, propeller and spinner, nose landing gear

Commander’s Licence: National Private Pilot’s Licence

Commander’s Age: 71 years

Commander’s Flying Experience: 235 hours (of which 141 were on type)
Last 90 days - 7 hours
Last 28 days - 2 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

Synopsis

The aircraft’s engine began running abnormally soon after takeoff, so the pilot carried out an immediate return and landing. The landing was fast and heavy, and the aircraft bounced and pitched fore and aft before the nosewheel dug in to soft ground, causing the aircraft to flip over. One of the two occupants suffered minor injuries.

History of the flight

The aircraft was being flown for the first time after replacement of rubber fuel hoses and fuel filters. The engine was ground run before the flight, with fuel pressure and flow appearing normal.

Early that morning the visibility at Sackville Farm was 4,000 m, in mist, although this was forecast to improve during the day. The temperature and dew point were 12° and 9°C respectively and the surface wind was from the south-east at 5 kt. The grass runway was 800 m long and orientated 13/31. Full power was achieved during the takeoff and initial climb but, at about 500 ft, the engine produced what the pilot described as a “surge” in power. The pilot stopped the climb and positioned the aircraft for an immediate return to the airfield. The engine surged again as the aircraft was lined up on final approach to Runway 13 for a precautionary forced landing.
The aircraft arrived at the runway with half flap selected and excess airspeed. Just before touchdown, the pilot switched off the magneto switches in order to avoid complications should there be a further surge in power. The aircraft touched down heavily on the initial part of the runway, which sloped downwards. It bounced a few times before the nosewheel dug in to the grass surface, causing the aircraft to come to a sudden stop and flip forward onto its back. The pilot’s passenger suffered minor injuries, but both occupants were able to vacate the inverted aircraft via the side doors.

The pilot reported that ground witness marks indicated the aircraft had been pitching fore and aft during the landing run, and had possibly been travelling on its nosewheel alone at some point. Its motions were probably exaggerated by the undulating surface and pilot-induced oscillations. The nosewheel had dug into soft ground and the nose leg had suffered an overload failure. At the time of reporting, the reason for the abnormal engine running had not been established, although the pilot thought carburettor icing was unlikely given that the aircraft was equipped with a water jacket carburettor heating system.

**BMAA Comment**

It is generally accepted that it is better to plan to land ahead, following a loss of power after takeoff or during the climb, than to attempt to land back on the runway, which may require a steep turn and a difficult approach.
ACCIDENT

Aircraft Type and Registration: CFM Metal-Fax Shadow Series CD, G-MWRY
No & Type of Engines: 1 Rotax 503-2V piston engine
Year of Manufacture: 1991 (Serial no: K162)
Date & Time (UTC): 8 December 2012 at 1300 hrs
Location: Tinnel Farm, Landulph, Cornwall
Type of Flight: Private
Persons on Board: Crew - 1    Passengers - None
Injuries: Crew - 1 (Serious)    Passengers - N/A
Nature of Damage: Damage to forward fuselage, nosewheel, main landing gear, slipper tank, propeller, engine and right wing
Commander’s Licence: Private Pilot’s Licence
Commander’s Age: 57 years
Commander’s Flying Experience: 370 hours (of which 127 were on type)
Last 90 days - 8 hours
Last 28 days - 2 hours
Information Source: Aircraft Accident Report Form submitted by the pilot

Synopsis

The aircraft was taking off from a farm strip when the pilot sensed a reduction in engine power and realised that he was not going to get airborne before impact with a fence and hedge. The aircraft struck the obstacles whilst still on the ground and in a nose-high attitude. The pilot sustained a serious back injury.

History of the flight

The pilot intended to embark on a short local flight. The weather was dry and sunny, with a very light breeze from the north, and the grass field, which was about 300 metres long and orientated north-east/south-west, was cut short but was soft and wet. The aircraft commenced its takeoff roll in the north-easterly direction and the nosewheel lifted but, just as the mainwheels were about to unstick, the pilot detected a slight change in the engine note and the nosewheel dropped back down. He realised that he could not stop before the fence/hedge at the end of the runway, particularly since the last 40% of the runway had a downslope of 1.5º as well as the wet condition. Because he was concerned about going through the hedge feet-first, he kept the throttle open so that he could raise the nose, which he achieved just before impact - his feet cleared the hedge but the underside of the aircraft and his seat did not. He suffered a compression fracture of the number twelve, thoracic vertebra in the collision but noted that a fence wire had travelled up the screen and over his head, and he was of the opinion that, if the nose had been lower, the wire
would probably have struck him in the head. In view of this, weak links have been incorporated in the fencing at the end of the grass strip at Tinnel Farm. The aircraft was extensively damaged.

In his post-accident analysis of the events, the pilot believes that a combination of the very light headwind component, the soft ground and a somewhat forward centre of gravity conspired to reduce safety margins.

**CAA guidance**

CAA Safety Sense Leaflet 7c, *Aeroplane Performance*, provides advice on take-offs. In paragraph 6, *TAKE-OFF - POINTS TO NOTE*, it states:

*b) Decision point:* you should work out the runway point at which you can stop the aeroplane in the event of engine or other malfunctions, e.g. low engine rpm, loss of ASI, lack of acceleration or dragging brakes. Do NOT mentally programme yourself in a GO-mode to the exclusion of all else.

This leaflet also provides safety factors which are recommended when planning an aeroplane’s takeoff performance.

**BMAA Comment**

The BMAA agrees with the CAA guidance referring to the selection of a decision point on takeoff. Identifying an 'abort point' should always be a part of the pre-takeoff checks.
ACCIDENT

Aircraft Type and Registration: Gemini Flash IIA, G-MTTW

No & Type of Engines: 1 Rotax 462 piston engine

Year of Manufacture: 1987 (Serial no: 622-188-5-W411)

Date & Time (UTC): 11 November 2012 at 0955 hrs

Location: Caernarfon Airport, North Wales

Type of Flight: Training

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Damage to cockpit, wing, trike, keel and propeller

Commander’s Licence: Student

Commander’s Age: 77 years

Commander’s Flying Experience: 36 hours (of which 9 were on type)
Last 90 days - 5 hours
Last 28 days - 1 hour

Information Source: Aircraft Accident Report Form submitted by the pilot

After a 30-minute checkout with his instructor, the student was despatched for a solo local flight. After being airborne for about 30 minutes, the student rejoined the circuit to land. The instructor, watching from the ground, saw the aircraft round out “perfectly” but, as the wheels touched down, the aircraft veered violently to the left and flipped onto its right side. The student was airlifted to hospital as a precaution but was released later that afternoon.

The student admitted that he forgot to check, as he had been instructed to do, that the nosewheel steering was straight whilst on the downwind leg and final approach. The instructor, who described his student as “very able and competent”, attributes the omission to a momentary lapse of concentration by the student.

**BMAA Comment**
The routine of pre-landing checks should help to avoid such events happening. Each type may have its own specific checks that are of particular importance.
ACCIDENT

Aircraft Type and Registration: Pegasus Quik, G-CEML

No & Type of Engines: 1 Rotax 912-ULS piston engine

Year of Manufacture: 2007 (Serial no: 8260)

Date & Time (UTC): 18 December 2012 at 1400 hrs

Location: Private airstrip near Warrington, Cheshire

Type of Flight: Private

Persons on Board: Crew - 1 Patients - None

Injuries: Crew - 1 (Serious) Patients - N/A

Nature of Damage: Damage to wing spar and fabric, fuselage pod, propeller and landing gear

Commander’s Licence: National Private Pilot’s Licence

Commander’s Age: 48 years

Commander’s Flying Experience: 188 hours (of which 188 were on type)
Last 90 days - 15 hours
Last 28 days - 0 hours

Information Source: Aircraft Accident Report Form submitted by the pilot and further enquiries

Synopsis

The microlight struck a set of power lines while landing at a private airstrip. The pilot was not aware of the presence of the power lines and did not see them prior to the collision. He sustained serious injuries and power to nearby properties was disrupted.

History of the flight

The flexwing microlight took off at about 1300 hrs for a local flight. The weather was fine, with calm wind, no low cloud, and visibility between 5 and 10 km. On returning to the airstrip, the pilot elected to carry out a glide approach for a landing in an easterly direction. The area being used for takeoff and landing on this occasion was not the usual strip, which was rather damp, but an adjacent prepared field which allowed a predominantly east-west takeoff and landing. The pilot was aware that power lines crossed the approach when landing in an easterly direction. He saw these whilst on the approach and successfully avoided them. However, he was unaware that a second set of power lines also crossed near to the start of the landing area, beyond the first set when viewed from the approach. With his attention moving to focus further up the landing area in preparation for the touchdown, the pilot did not see the second set of power lines. As he was about to start his landing flare, the microlight struck them.
The microlight pitched sharply upwards before dropping back to the ground. Although it was extensively damaged, the engine was still running at idle. The pilot shut it down and made the microlight safe before vacating, which was made difficult by his injuries. The microlight had struck a set of three power lines1, one of which was severed, while the other two remained intact (and still live) but tangled with the microlight. Power to nearby premises was interrupted while the energy distribution company carried out the necessary repairs. The pilot later attended hospital and, in addition to cuts and bruises, was found to have sustained several broken ribs.

Causal factors

The pilot explained that he had not flown for a few weeks and had not originally intended to fly that day. However, the fine conditions had prompted him to make a relatively undemanding local flight to regain currency. Although the site had recently become his base, it was still new to him and he had only flown there a few times, always from the main airstrip.

In conducting a short notice local flight in fine conditions, the pilot felt he had omitted to pay the same level of attention to local hazards as he would have done had he been visiting another airfield for the first time. He had not seen the power lines before takeoff, despite taking off from the same area. He attributed this to his attention being focussed laterally as he manoeuvred for takeoff in the relatively unfamiliar area. During the approach, his failure to see the wires probably arose from their relative lack of conspicuity (including the lack of obvious supporting poles), and possibly the steeper approach angle associated with a glide approach.

Description of the airstrip

The owner of the airstrip explained that two takeoff and landing areas were actually available, with a main grass strip about 1,000 m long. On occasions, this could become waterlogged, in which case a smaller grassed area, adjacent to the site’s small hangar, could be used. This area was a prepared field some 200 m long, but with a longer run off area adjacent to the main strip. The area had power lines along the road at its western boundary, and a further set (involved in the accident) running diagonally across the western side of the area, about 40 m inset from the western boundary. One of the supporting poles was at a field boundary, and the other was beyond it.

Footnote

1 The power lines were believed to be 11kV distribution cables.

All pilots put yourself in “aeroplane mode”

Before each flight give yourself a minute or two and try to push everything out of your mind but aeroplanes. Then, after you've strapped in, do the same thing again and make sure you are focused on flying and aren't letting life's distractions pull your brain in other directions.

Have fun, fly safe,

Pete Watson BMAA Safety Officer
ACCIDENT

Aircraft Type and Registration: Pegasus Quik, G-KWIC
No & Type of Engines: 1 Rotax 912-UL piston engine
Year of Manufacture: 2003 (Serial no: 7962)
Date & Time (UTC): 24 November 2012 at 1045 hrs
Location: Near Bondhay, Worksop, South Yorkshire
Type of Flight: Private
Persons on Board: Crew - 1 Passengers - 1
Injuries: Crew - 1 (Minor) Passengers - None
Nature of Damage: Damage to pod, front wheel forks, propeller, wing leading edge, front strut and base bar
Commander’s Licence: Private Pilot’s Licence
Commander’s Age: 58 years
Commander’s Flying Experience: 1,004 hours (of which 39 hours were on type)
   Last 90 days - 36 hours
   Last 28 days - 36 hours
Information Source: Aircraft Accident Report Form submitted by the pilot

Synopsis

The pilot took off for a local flight from Netherthorpe Airfield in good visibility but, when he returned, the airfield was obscured by fog. He elected to perform a forced landing in a field but misjudged the touchdown due to misting of his helmet visor and windscreen and landed heavily on the nosewheel.

History of the flight

On the morning of the accident flight, which was for a trial lesson, the pilot consulted the Met Office aeronautical forecast charts and also observed the actual weather at Netherthorpe. He found that the visibility was somewhat misty and first elected to perform a solo weather check flight during which he found that the visibility generally was in excess of 40 kilometres but noted that there was mist or fog in the valleys.

As the area around the airfield was clear, he decided to proceed with the trial lesson. However, after 20 minutes and as he turned to fly over Chesterfield, he noticed that what he thought was low stratus cloud was advancing towards the airfield. He decided to return and, upon arrival, found that the cloud was in fact a fog bank some 200 ft thick so he decided to circle for about 20 minutes in the hope that there might be a break so that he could land. There was no break so he decided to divert to Gamston but found that this, and other nearby airfields, were fogged out. By now a thick mist was
developing and he elected to perform a forced landing; selecting a suitable field some 3 km from Netherthorpe which, although it had power cables at one end, was near a road.

The pilot briefed his passenger and made his approach but, at a height of about 20 ft as he was rounding out in preparation for a soft field landing, he states that the front screen and his helmet visor misted up so suddenly that he was unable to clear either in time before the nosewheel struck the ground heavily and the aircraft came to an abrupt halt. The pilot was taken to hospital with minor injuries but the passenger was uninjured.

**No BMAA Comment**