

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	P&M Aviation Ltd Pegasus Quik, G-RITT	
<b>No &amp; Type of Engines:</b>	1 Rotax 912ULS piston engine	
<b>Year of Manufacture:</b>	2006	
<b>Date &amp; Time (UTC):</b>	24 June 2010 at 1700 hrs	
<b>Location:</b>	Damyns Hall Airfield, Upminster, Essex	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 2	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Extensive	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	42 years	
<b>Commander's Flying Experience:</b>	3,000 hours (of which 1,820 were on type) Last 90 days - 135 hours Last 28 days - 43 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

During the takeoff roll the student pressed the foot brake while making steering inputs. As a result the aircraft turned abruptly and rolled over.

**History of the flight**

The instructor planned to fly a dual instructional sortie with an inexperienced student who had not flown this aircraft previously and was not used to its responsive disk brakes. During the takeoff roll, at about 30 mph, the student inadvertently applied the right foot brake firmly while making steering inputs. As a result the aircraft turned abruptly to the right and rolled over. The aircraft came to rest on its left side, facing in the opposite direction to the takeoff roll, and was extensively damaged. Both occupants vacated the aircraft uninjured.

**Instructor's comments**

The instructor commented that on previous flights in other aircraft the student had not shown any tendency to use the brakes while taxiing or taking off. He added that in hindsight he should have given the student a more detailed briefing about the effectiveness of the disc brakes and more practice at taxiing and manipulating the foot controls prior to takeoff.