

ACCIDENT

Aircraft Type and Registration:	Pegasus Quik, G-CBZT	
No & Type of Engines:	1 Rotax 912ULS piston engine	
Year of Manufacture:	2003 (Serial no: 7936)	
Date & Time (UTC):	6 July 2013 at 1130 hrs	
Location:	Eshott Airfield, Northumberland	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to the propeller, nose landing gear and wing	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	50 years	
Commander's Flying Experience:	600 hours (of which 298 were on type) Last 90 days - 14 hours Last 28 days - 9 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The pilot was making his third approach to land following two previous approaches which had been abandoned due to turbulence. At a height of 10 to 15 ft, the aircraft stalled and struck the ground left wing first. The pilot was uninjured.

History of the flight

The pilot departed from Runway 01 at Eshott Airfield and carried out a flight along the coast of Northumberland, initially to the north, before returning to Eshott. On departure, the wind was light and variable from the northwest, with the visibility in excess of 10 km and some high cumulus cloud. The northbound flight was uneventful but on the return to the airfield the pilot noticed an increasing tailwind, with significant

turbulence. On arrival at Eshott, the pilot assessed the surface wind as being from the west-north-west at 10 mph, gusting 23 mph, and carried out an overhead rejoin for Runway 26. On the final approach, at a height of between 50 ft and 200 ft, there was severe turbulence and the pilot carried out a go-around. He made a second approach from which he also had to go around again, because of difficulty controlling the aircraft in the turbulence. He then decided to use a cropped area on the northeast side of the old, disused part of the airfield as this allowed him to land into the wind. The pilot made his approach at 65 to 75 mph but, at a height of 10 to 15 ft, he thought the aircraft stalled and the left wing struck the ground. He was uninjured and was able to vacate the aircraft unassisted.

The pilot considered that the wind had increased significantly and unexpectedly during his 80-minute flight, with turbulence being created by the Cheviot

Hills to the northwest. This made control of this flex-wing aircraft more demanding on final approach and the eventual loss of airspeed resulted in a stall.