

Aircraft Type and Registration:	MW6 (Modified) Merlin, G-MTXO	
No & Type of Engines:	1 Rotax 503 piston engine	
Year of Manufacture:	1994	
Date & Time (UTC):	23 July 1995 at 1100 hrs	
Location:	Near Tetbury, Gloucestershire	
Type of Flight:	Private (Training)	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Substantial to pod and landing gear	
Commander's Licence:	Private Pilot's Licence with Instructor Rating	
Commander's Age:	42 years	
Commander's Flying Experience:	3,000 hours (of which 1 hour was on type) Last 90 days - Not supplied Last 28 days - Not supplied	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The flight was to be a dual instruction exercise covering upper-air work and circuits. The student, with some 10 hours experience on type, was the owner of the aircraft which is a three axis microlight. He occupied the front seat and the instructor, who was primarily a flexible wing instructor, occupied the rear seat. The weather was fine with a moderate westerly wind and after completion of the upper-air work, it was decided to fly some circuits at a farm strip. The first approach was too high and culminated in a go-around. The second approach was satisfactory until the latter stages when the instructor, without taking control of the aircraft, applied some rearward pressure to the control column to ensure that the aircraft cleared the hedge. Following a satisfactory touchdown, the aircraft began to drift to the right. The student applied left rudder which realigned the aircraft with the runway but it immediately began to drift to the right again. The student reapplied the left rudder and also applied the left brake but the aircraft continued to drift to the right and hit a dry stone wall.

The instructor stated that, as the aircraft began to drift to the right, he called three times for left rudder but did not take control of the aircraft. Both pilots consider that the probable cause of the accident was the instructor, who was a very experienced flexwing pilot, instinctively moving the control column to the right which would have been the correct action on a flexwing machine.