

## MCR-01 ULC Banbi, G-BZXG

<b>AAIB Bulletin No: 10/2003</b>	<b>Ref: EW/G2003/04/28</b>	<b>Category: 1.4</b>
<b>Aircraft Type and Registration:</b>	MCR-01 ULC Banbi, G-BZXG	
<b>No &amp; Type of Engines:</b>	1 Rotax 912ULS piston engine	
<b>Year of Manufacture:</b>	2001	
<b>Date &amp; Time (UTC):</b>	18 April 2003 at 1620 hrs	
<b>Location:</b>	Scone, Perth	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Nose leg bent. Propeller spinner damaged. Small hole in left wing tip. Nose leg securing struts bent	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	47 years	
<b>Commander's Flying Experience:</b>	740 hours (of which 5 were on type)	
	Last 90 days - 6 hours	
	Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

### History of the flight

The MCR-01 popularly known as the Banbi is a light two-seat low-wing aircraft with a tricycle landing gear configuration. The aircraft is certified in the Microlight class under a Permit to Fly.

### G-BZXG



The pilot was planning a touch and go on paved Runway 09 with a reported surface wind of 100°/5 kt. The aircraft touched down on the left side of the runway and when the pilot applied power, the aircraft veered sharply towards the runway's left edge. The pilot could not recover the aircraft to a straight track and so he reduced the engine power to idle and allowed the aircraft to roll onto the grass alongside the runway. The aircraft rolled over a small ridge in the grass which caused the nose landing gear leg to fold backwards. The aircraft pitched forwards causing the propeller spinner and left wing tip to hit the ground. The pilot shut down the engine and turned off the fuel before evacuating the aircraft.

### **Analysis**

In a frank assessment of the cause of the accident the pilot admitted that he probably should not have attempted a takeoff from the edge of the runway and that he should have been quicker in applying rudder to counteract the yaw effect of adding power. The aircraft kit manufacturer has recently increased the diameter of the nose leg on the MCR-01 to conform to that of their four-seat variant. However, had the design change been implemented on the accident aircraft, it would not necessarily have prevented the nose gear collapse.