

## ACCIDENT

<b>Aircraft Type and Registration:</b>	QuikR, G-CGLO
<b>No &amp; Type of Engines:</b>	1 Rotax 912ULS piston engine
<b>Year of Manufacture:</b>	2010 (Serial no: 8508)
<b>Date &amp; Time (UTC):</b>	23 November 2013 at 1200 hrs
<b>Location:</b>	Farm strip near Farley, Salisbury, Wiltshire
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 1                      Passengers - 1
<b>Injuries:</b>	Crew - 1 (Serious)      Passengers - 1 (Serious)
<b>Nature of Damage:</b>	Wing struts and leading edges broken. Damage to pod and nosewheel
<b>Commander's Licence:</b>	National Private Pilot's Licence
<b>Commander's Age:</b>	33 years
<b>Commander's Flying Experience:</b>	175 hours (of which 11 were on type) Last 90 days - 12 hours Last 28 days - 5 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

## Synopsis

Whilst taking off from a stubble field, the pilot was unable to maintain directional control and the aircraft tipped onto its right side. The suitability of the field and the possibility that he had tried to become airborne at too low an airspeed were cited by the pilot as possible factors in the accident.

## History of the flight

The aircraft had arrived at Farley after a flight from Deenethorpe, Northamptonshire and the pilot and passenger intended to conduct a short flight around the village. The pilot inspected the stubble field and, although a little damp, it seemed reasonably firm to him. He got back into the aircraft and commenced the takeoff roll towards the east, in line with small grooves in the field. The wind was blowing from the north at an estimated 7 mph and the aircraft seemed to the pilot to be accelerating a little more slowly than usual even though full power was applied. At what he thought was normal lift-off speed, he pushed the bar forward to rotate. At this point, the aircraft started to 'fishtail' and the pilot is uncertain whether it momentarily became airborne but he was unable to correct with his feet as a swing to the right developed, so he believes the nosewheel at least may have left the ground.

The aircraft tipped onto its right side and came to a halt some 20 m to the right of the intended takeoff path. The pilot unbuckled his harness and assisted his passenger to do

the same. He had suffered a broken forearm and his passenger a gash to her right shin, both injuries requiring stays in hospital.

In his analysis of the causal factors, the pilot questions whether the field was suitable for the operation. Despite his precautionary inspection and the fact that his father had also inspected it the day before, it may have been somewhat too soft and damp. He feels that he may have tried to become airborne at too low an airspeed and that, with the nosewheel off the ground, he was unable to steer the aircraft and correct the swing which developed.