

ACCIDENT

Aircraft Type and Registration:	Pegasus Quantum 15-912, G-CCFT	
No & Type of Engines:	1 Rotax 912-UL piston engine	
Year of Manufacture:	2003 (Serial no: 7961)	
Date & Time (UTC):	13 June 2012 at 1710 hrs	
Location:	Farm strip near Bourne, Lincolnshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to wing, propeller, trike and pod	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	57 years	
Commander's Flying Experience:	331 hours (of which 133 were on type) Last 90 days - 9 hours Last 28 days - 4 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft landed on the right hand edge of the private airstrip and struck adjacent standing crops. It suffered extensive damage but the two occupants were uninjured.

History of the flight

The accident occurred on landing after a local flight. Conditions were calm and stable, with a very light easterly wind and occasional light rain showers from overcast cloud. The pilot flew an approach to the northerly of two private airstrips at the farm landing site. The airstrip ran between two standing crops with corn of 2 ft to 3 ft height to the right and a shorter crop to the left.

The approach was mostly made at idle power, so shortly before landing the pilot "blipped" the throttle to warm the engine and ensure proper response. The pilot noticed that the aircraft was lined up with the right hand edge of the strip, but felt he could correct this before landing. However, as the aircraft approached the flare point, it was still lined up with the right hand side.

The pilot started to make a late correction towards the centre of the strip but realised quickly that this manoeuvre would be dangerous so close to the ground, so he levelled the wings and pushed the control bar forward. The aircraft ran into the crops and decelerated rapidly, coming to rest with the trike on its left side and

the wing crumpled. The engine had stopped running during the accident sequence.

The pilot and passenger vacated the aircraft uninjured. Both had some difficulty disconnecting their headset leads and the pilot had to remove his helmet. After a short time he returned to turn off the fuel and electrics.

An inspection by the pilot of the landing strip showed that the aircraft had touched down on the right side of the strip and the right wheel had touched the crops,

causing the aircraft to yaw to the right and into further contact with them. The pilot described an approach to the strip which had been leisurely and undemanding. He thought he had become too relaxed, to the extent that he had ceased to exercise positive control of the aircraft or make the decision to fly a timely go-around.