

ACCIDENT

Aircraft Type and Registration:	Pegasus Quantum 15-912, G-BYPB	
No & Type of Engines:	1 Rotax 912 piston engine	
Year of Manufacture:	1999	
Date & Time (UTC):	20 February 2010 at 1200 hrs	
Location:	Redlands Airfield, Wiltshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Severe damage to trike unit	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	48 years	
Commander's Flying Experience:	3,781 hours (of which 8 were on type) Last 90 days - 4 hours Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The aircraft is a flex-wing microlight. Having completed a local flight, the aircraft returned to Redlands Airfield, where it was established on final approach for grass Runway 24R. The approach was uneventful until shortly before landing when the pilot realised that the aircraft was positioned to one side of the runway centreline and slightly low. The pilot stated that as he tried to correct for the low approach, rather than push the control bar away from him, he had pulled the control bar towards him, resulting in a sudden pitch down. The aircraft landed heavily on the runway before coming to a stop. The aircraft trike was severely

damaged. Neither the pilot nor his passenger sustained injury; both were wearing protective helmets and were restrained by a lap and diagonal belt and full harness respectively.

The pilot had flown 3,772 hours on fixed-wing aircraft and nine hours on flex-wing microlights. The pilot considered that when under pressure to correct the aircraft's flight path near to the ground, he had inadvertently reverted to the pitch control characteristics of a fixed-wing aircraft.