

ACCIDENT

Aircraft Type and Registration:	Quik GTR, G-COWN	
No & Type of Engines:	1 Rotax 912 ULS piston engine	
Year of Manufacture:	2012 (Serial no: 8619)	
Date & Time (UTC):	24 June 2014 at 1123 hrs	
Location:	Near Mallaig, Highlands of Scotland	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Accident damage to propeller, wing structure and fabric. Water damage to whole structure	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	46 years	
Commander's Flying Experience:	262 hours (of which 52 were on type) Last 90 days - 48 hours Last 28 days - 18 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The microlight suffered a bird strike which damaged the propeller and flying controls. With limited control available, the pilot shut down the engine and carried out a forced landing into a loch, whereupon the microlight sank. The pilot, who was uninjured, escaped the wreckage without difficulty.

History of the flight

The microlight was flying between airfields at Plockton and Glenforsa on the west coast of Scotland when the accident occurred. The weather was fine, with calm surface winds and good visibility. While at a height of about 1,000 ft, there was a loud bang and the aircraft rolled rapidly to the right. The pilot was able to regain controlled flight, but had limited control and could not prevent a residual turning tendency. There was also a high level of vibration, so he shut the engine down.

The pilot attempted to land in a nearby flat grassed area, but was unable to slow the microlight sufficiently. As the aircraft got lower, he found the terrain to be covered by numerous tributaries feeding the nearby loch, as well as rocks and boulders. The pilot became committed to a touchdown in the loch itself and he ditched about 20 ft from the bank. The microlight came to a sudden stop before the fuselage section sunk backwards below the water.

The uninjured pilot unfastened his harness without difficulty before swimming to the shore. He was wearing a dry suit and lifejacket, which he did not need to inflate. He reported that a large bird (probably a seagull) had struck the propeller, causing two blades to separate. These then passed through the wing structure, one of them breaking the washout rod universal joint on the right wing. The pilot attributed his control problems to this, together with the damage to the wing fabric.