

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Pegasus Quik, G-KWIC	
<b>No &amp; Type of Engines:</b>	1 Rotax 912-UL piston engine	
<b>Year of Manufacture:</b>	2003 (Serial no: 7962)	
<b>Date &amp; Time (UTC):</b>	24 November 2012 at 1045 hrs	
<b>Location:</b>	Near Bondhay, Worksop, South Yorkshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - 1 (Minor)	Passengers - None
<b>Nature of Damage:</b>	Damage to pod, front wheel forks, propeller, wing leading edge, front strut and base bar	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	58 years	
<b>Commander's Flying Experience:</b>	1,004 hours (of which 39 hours were on type) Last 90 days - 36 hours Last 28 days - 36 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The pilot took off for a local flight from Netherthorpe Airfield in good visibility but, when he returned, the airfield was obscured by fog. He elected to perform a forced landing in a field but misjudged the touchdown due to misting of his helmet visor and windscreen and landed heavily on the nosewheel.

**History of the flight**

On the morning of the accident flight, which was for a trial lesson, the pilot consulted the Met Office aeronautical forecast charts and also observed the actual weather at Netherthorpe. He found that the visibility was somewhat misty and first elected to perform a solo weather check flight during which he found that the

visibility generally was in excess of 40 kilometres but noted that there was mist or fog in the valleys.

As the area around the airfield was clear, he decided to proceed with the trial lesson. However, after 20 minutes and as he turned to fly over Chesterfield, he noticed that what he thought was low stratus cloud was advancing towards the airfield. He decided to return and, upon arrival, found that the cloud was in fact a fog bank some 200 ft thick so he decided to circle for about 20 minutes in the hope that there might be a break so that he could land. There was no break so he decided to divert to Gamston but found that this, and other nearby airfields, were fogged out. By now a thick mist was

developing and he elected to perform a forced landing; selecting a suitable field some 3 km from Netherthorpe which, although it had power cables at one end, was near a road.

The pilot briefed his passenger and made his approach but, at a height of about 20 ft as he was rounding out in preparation for a soft field landing, he states that the

front screen and his helmet visor misted up so suddenly that he was unable to clear either in time before the nosewheel struck the ground heavily and the aircraft came to an abrupt halt. The pilot was taken to hospital with minor injuries but the passenger was uninjured.