

ACCIDENT

Aircraft Type and Registration:	Pegasus Quik, G-MAXS	
No & Type of Engines:	1 Rotax 912ULS piston engine	
Year of Manufacture:	2005	
Date & Time (UTC):	5 June 2009 at 1830 hrs	
Location:	Rosall Field, Cockerham, Lancashire	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to kingpost, hangbracket and propeller blade	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	23 years	
Commander's Flying Experience:	300+ hours (of which 3 were on type) Last 90 days - 0 hours Last 28 days - 0 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

During the landing roll the aircraft began to make an uncommanded right turn. An unsuccessful attempt was made to steer it back onto the runway. The aircraft rolled to its left, causing the left wing to contact the ground.

History of the flight

The purpose of the flight was for training of the pilot for conversion to a flex-wing aircraft. After an uneventful local flight, the pilot joined the circuit for the grass Runway 02 at Rosall Field. The weather was good with a wind from the north-north-east at 10 kt. The approach and initial touchdown were without incident, but during the landing roll, about 5 to 10 metres after the touchdown, the aircraft began to turn to the right.

The pilot and instructor attempted to steer the aircraft back onto the runway, but without success. The aircraft continued to turn through 180°, during which the aircraft rolled to its left causing the left wing to contact the ground at a slow speed, before coming to rest. Whilst the aircraft was turning and rolling the pilot switched off the engine magnetos.

Neither pilot was injured and both were able to exit the aircraft normally. During the accident a propeller blade was damaged as it severed one of the left flying wires and the loads imparted onto the left wing caused damage to the kingpost and hangbracket.

The pilot, in a subsequent report to the BMAA, stated that the turn to the right on landing may have been due to an inadvertent application of the foot brake.