

ACCIDENT

Aircraft Type and Registration:	Pegasus Quantum 15, G-MYLC	
No & Type of Engines:	1 Rotax 503-2V piston engine	
Year of Manufacture:	1993	
Date & Time (UTC):	19 February 2012 at 1405 hrs	
Location:	Kirkbride Airfield, near Carlisle	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to windshield; damage to parked aircraft's wing, wheel spat and propeller	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	79 years	
Commander's Flying Experience:	346 hours (of which 89 were on type) Last 90 days - 3 hours Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot and photographs of the scene	

Synopsis

The pilot lost control of the flex-wing microlight during taxi and it struck a fixed-wing microlight which was parked adjacent to the taxiway.

Description of the event

The aircraft, a flex-wing microlight, was being taxied, prior to flight, along a narrow and constricted taxiway. A second, fixed-wing microlight was parked adjacent to the taxiway but clear of it. It had reportedly been moved further back from the taxiway to provide additional clearance for the flex-wing to pass.

The flex-wing pilot reported that his aircraft was controlled on the ground by a pivoting cross-bar

connected directly to the nosewheel, and on which the pilot's feet rested. To steer to the right, the pilot would press with his left foot. Connected to the left side of the cross-bar was a foot-operated brake, and on the right side was a foot-operated throttle.

At engine idle speed, the aircraft moved across the hard surface at a jogging pace. In order to slow down as the microlight approached the parked aircraft, the pilot attempted to operate the brake by pressing forward with his left foot. This was not wholly effective, so he pressed harder. This still did not slow the microlight, but did cause it to turn to the right, towards the parked aircraft. To counter this, the pilot pressed forward with

his right foot but, instead of reversing the turn as he intended, his foot operated the throttle and accelerated the microlight towards the parked aircraft.

The microlight struck the parked aircraft at an angle of about 45°, pushing it backwards a short distance until its left wheel spat contacted concrete blocks behind.

An initial inspection showed only light damage to the flex-wing. The fixed-wing microlight suffered a damaged wheel spat, damage to its left wing leading edge and pitot tube (believed to have been caused through contact with the flex-wing's 'A' frame), and light damage to the propeller, believed to have been caused by the flex-wing's flying wires.