

QAC Quickie Q2, G-BSPA

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| Aircraft Type and Registration: | QAC Quickie Q2, G-BSPA |
| No & Type of Engines: | 1 Revmaster R2100DQ piston engine |
| Year of Manufacture: | 1986 |
| Date & Time (UTC): | 17 August 1996 at 1232 hrs |
| Location: | Winthorpe Airfield, Nottinghamshire |
| Type of Flight: | Private |
| Persons on Board: | Crew - 1 - Passengers - None |
| Injuries: | Crew - Minor - Passengers - N/A |
| Nature of Damage: | Extensive damage to airframe |
| Commander's Licence: | Private Pilot's Licence |
| Commander's Age: | 49 years |
| Commander's Flying Experience: | 2,097 hours (of which 269 were on type) Last 90 days - 17 hours Last 28 days - 2 hours |
| Information Source: | Aircraft Accident Report Form submitted by the pilot |

The pilot took off at 1310 hrs for a local flight, in VFR conditions, to the gliding site at Winthorpe, an airfield with which was familiar. Whilst gliders were being launched at Winthorpe he orbited the airfield at 2,000 feet and then joined the circuit for a normal landing on Runway 26: visibility was good and the wind was approximately 210°/5 kt. The pilot avoided touching down on the unusable gravel undershoot portion of the original runway and made a normal landing beyond the threshold. After a ground roll of some 200 metres he applied the wheel brakes together and he reported that they seemed to work well initially. The left brake then suddenly seemed to lose effectiveness as the right brake appeared to 'snatch' and the aircraft veered sharply to the right. The pilot was unable to regain control and the aircraft rapidly went through the perimeter fence running alongside the runway and became inverted, some 400 metres from the runway threshold. The main fuel sight gauge was broken off and fuel began to leak from the aircraft. After the aircraft came to rest the pilot tried to escape without having undone his harness; he quickly realised his mistake, released the harness and was able to leave the aircraft through the fractured canopy.

In this aircraft, which has two wheels mounted at the downturned tips of the foreplane, the brakes are actuated by two independent finger-operated cylinders mounted in the cockpit. With the mainwheels mounted forward of the CG and well outboard, the aircraft is considered to be demanding in its ground handling. The pilot states that it felt as though the left brake malfunctioned, typical of a seal failing, although his inspection of the system after the accident showed no apparent faults. He considers that, in retrospect, he should have delayed applying the brakes until the aircraft had slowed further and the situation may have been exacerbated by a rough area on the runway or an anomaly with the tailwheel.