

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Pegasus Quantum 15, G-MZOV	
<b>No &amp; Type of Engines:</b>	1 Rotax 503-2V piston engine	
<b>Year of Manufacture:</b>	1999	
<b>Date &amp; Time (UTC):</b>	23 June 2009 at 1850 hrs	
<b>Location:</b>	Quarter-mile north-west of Runway 08 threshold, Enstone Aerodrome, Oxfordshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Front steering fork bent, damage to glass-fibre cockpit fairing	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	32 years	
<b>Commander's Flying Experience:</b>	71 hours (of which 69 were on type) Last 90 days - 2 hours Last 28 days - 1 hour	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

During the first operation following routine engine maintenance, the pilot flew a number of touch-and-go circuits before conducting a local flight in the vicinity of the airfield. On his return, he completed a standard overhead join and commenced his descent to circuit height on the dead side of the runway. Halfway through the descent, the pilot applied power to warm the engine. On reaching the required height of 600 ft he levelled out but noted the engine was slow to accelerate again. As there was other traffic in the circuit the pilot elected to continue but, on base leg, the engine started

to fade and then stopped. The landing site options were limited so the pilot chose the field with the least dense crop cover. He manoeuvred into the flare as slowly as possible but the vegetation caused the trike to pitch forward onto the nose gear, bending it at a welded joint. The aircraft came to rest without injury to the pilot. No causal defects were identified during repair of the aircraft. The pilot reported that the atmospheric conditions were conducive to carburettor icing but added that this engine and installation were not particularly prone to the problem.