

ACCIDENT

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| Aircraft Type and Registration: | Pegasus Quantum 15, G-MYRM | |
| No & Type of Engines: | 1 Rotax 582-40 piston engine | |
| Year of Manufacture: | 1994 | |
| Date & Time (UTC): | 2 July 2010 at 1302 hrs | |
| Location: | Porth Kidney Beach, near St Ives, Cornwall | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - 1 |
| Injuries: | Crew - None | Passengers - None |
| Nature of Damage: | Damage to the nosecone and wing | |
| Commander's Licence: | National Private Pilot's Licence | |
| Commander's Age: | 46 years | |
| Commander's Flying Experience: | 200 hours (of which 200 were on type) Last 90 days - 10 hours Last 28 days - 6 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

The aircraft departed from Perranporth, Cornwall intending to fly along the coast to Land's End. The weather conditions were good with a light south-westerly wind. Whilst flying at approximately cliff-top height over a deserted beach, the aircraft suddenly rolled to the right and it required full movement of the control bar to return the aircraft to a wings level attitude. The pilot was concerned by this sudden and unexpected departure from level flight and elected to make a precautionary landing to check that there was no fault with his aircraft.

He identified an area on the deserted beach, near the waters edge, that looked suitable and flew an uneventful approach to the beach. When the aircraft landed, the nosewheel dug into soft sand and the aircraft flipped over before stopping. The nosecone and wing were damaged but both the aircraft's occupants were uninjured and they vacated the aircraft. There was no fire.

The pilot later considered that the most likely reason for the unexplained roll to the right was air turbulence.