

ACCIDENT

Aircraft Type and Registration:	P & M Aviation QuikR, G-CHUX	
No & Type of Engines:	1 Rotax 912ULS piston engine	
Year of Manufacture:	2012 (Serial no: 8643)	
Date & Time (UTC):	1 September 2016 at 1815 hrs	
Location:	Hawksview Airfield, Stretton, Cheshire	
Type of Flight:	Training	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - 1 (Minor)	Passengers - N/A
Nature of Damage:	Extensive damage to the glassfibre pod, wing spar buckled	
Commander's Licence:	Student pilot	
Commander's Age:	61 years	
Commander's Flying Experience:	45 hours (all on type) Last 90 days - 19 hours Last 28 days - 10 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

After arriving overhead the airfield the pilot checked the windsock but misread the wind direction. As a result he planned to land on Runway 08, instead of 26. He conducted a go-around off the first approach and, on the second attempt, landed a long way into the runway, bounced and then veered to the right before colliding with a fence to the right of the runway.

History of the flight

The aircraft departed Arclid airfield near Sandbach, Cheshire, after the pilot had been authorised by his instructor for a solo cross-country training flight. He arrived overhead Hawksview Airfield, near Warrington, approximately 20 minutes later. The pilot expected the wind to be from the west but, after checking the windsock, he mistakenly concluded that it was from the east; he therefore planned to land on Runway 08.

The first attempt resulted in the aircraft being too high on approach so the pilot conducted a go-around. On the second attempt the aircraft touched down a long way along the runway, bounced and then veered towards the right hand boundary of the strip. The pilot attempted to regain control but was unable to prevent the aircraft colliding with a fence, coming to rest on its side.

The pilot freed himself from the aircraft, by which time several bystanders had arrived on the scene. He was taken to hospital by the airfield owner after it became apparent that several fingers of his right hand were broken.

Conclusion

The pilot attributed the accident to his wrong interpretation of the wind direction, leading to him conducting a downwind landing.