

ACCIDENT

Aircraft Type and Registration:	Pegasus Quik, G-CCOW	
No & Type of Engines:	1 Rotax 912ULS piston engine	
Year of Manufacture:	2004 (Serial no: 8008)	
Date & Time (UTC):	5 January 2017 at 1145 hrs	
Location:	Athey's Moor (Longframlington) Airfield, Northumberland	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Substantial damage to wing, trike and propeller	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	54 years	
Commander's Flying Experience:	71 hours (of which 4 were on type) Last 90 days - 4 hours Last 28 days - 4 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and further enquiries made by the AAIB	

Synopsis

During takeoff the pilot lost directional control and the aircraft overturned when it departed the runway into an area with long grass. It is possible the pilot inadvertently applied the wheelbrakes while trying to use the foot pedals to steer the aircraft.

History of the flight

The pilot was a member of a syndicate that previously operated a Pegasus Quantum aircraft, which he last flew in May 2016. After the syndicate replaced the Quantum with Pegasus Quik G-CCOW the aircraft's designer provided familiarisation training. The pilot was not present for this training, although he was later briefed by the other syndicate members. He had not flown for seven months, and had not received any dual instruction on the Pegasus Quik, before he flew G-CCOW on two uneventful solo flights from Athey's Moor.

One week later he prepared for his third flight; the grass runway at Athey's Moor was wet but it was a fine day with 3 kt or less of wind and visibility was good. At 40 - 45 kt on the takeoff run, the pilot realised the aircraft was drifting to the right and he was unable to prevent it departing the runway. His recollection of the accident is limited but he believes the right wing dropped as the aircraft veered into an area of long grass and it then overturned.

Operation's manual information

There is a warning in the Pegasus Quik Operator's Manual stating:

'Do not attempt to operate the aircraft without having carried out the full training syllabus and having satisfied a qualified instructor/examiner of your competence to do so and having been issued with a certificate of competency. Without proper instruction the Quik aircraft is not safe to operate and almost certainly will cause injury or death.'

A further note titled 'Currency' states:

'If you have not flown within the previous 3 months, take a refresher lesson with a Qualified Instructor before flying as Pilot in Command, and do not operate the aircraft until the Instructor is satisfied with your ability.'

The aircraft designer is aware of instances when inadvertent brake application on wet grass has caused the wheels to lock and directional control to be lost. While on the ground, the aircraft is steered using foot pedals and the left pedal incorporates a toe brake mechanism which is activated when the pilot's toes are pressed down to pivot the straight pedal. A modified, curved pedal is now available which requires a more positive rotation of the left foot to apply the toe-brake.

Pilot comment

On reflection, the pilot thinks it possible that he inadvertently applied the toe-brake mechanism while attempting to steer the aircraft left using the foot pedals. In hindsight, he now realises he should have sought dual instruction when learning to fly a new type, especially as he had not flown for more than three months.