

ACCIDENT

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| Aircraft Type and Registration: | Quik GTR, G-CIDG |
| No & Type of Engines: | 1 Rotax 912 ULS piston engine |
| Year of Manufacture: | 2014 (Serial no: 8665) |
| Date & Time (UTC): | 11 November 2016 at 1600 hrs |
| Location: | Headcorn Aerodrome, Kent |
| Type of Flight: | Private |
| Persons on Board: | Crew - 1 Passengers - None |
| Injuries: | Crew - 1 (Serious) Passengers - N/A |
| Nature of Damage: | Extensive |
| Commander's Licence: | National Private Pilot's Licence |
| Commander's Age: | 52 years |
| Commander's Flying Experience: | 110 hours (of which 46 were on type) Last 90 days - 18 hours Last 28 days - 6 hours |
| Information Source: | Aircraft Accident Report Form submitted by the pilot |

The pilot was about to turn the microlight onto finals just as a Cessna 208 (single-engined turbine aircraft) descended ahead onto finals. The pilot made a turn away from the airfield to allow some separation then turned onto and called finals for a nil-wind landing. When the microlight was about 30 feet above the runway it rolled "violently" to the right in the wake of the twin that had just landed, and hit the ground in a nose-down attitude. There was severe structural damage to the microlight, including to the wings, fuselage and cockpit area. The pilot, who was wearing a helmet and lap harness, was assisted from the wreckage by airfield staff and taken to hospital by ambulance with a fractured vertebra.

Bulletin Correction

When first published the first sentence of this report incorrectly referred to a 'twin-engine aircraft used by the airfield's skydiving centre'. The full text of the first sentence should read:

The pilot was about to turn the microlight onto finals just as a Cessna 208 (single-engined turbine aircraft) descended ahead onto finals.

The online version of this report was corrected on 23 March 2017.