

ACCIDENT

Aircraft Type and Registration:	Pegasus Quik, G-CDMU
No & Type of Engines:	1 Rotax 912ULS piston engine
Year of Manufacture:	2005 (Serial no: 8121)
Date & Time (UTC):	30 July 2016 at 1715 hrs
Location:	Private strip, Hawksview, Cheshire
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - 1 (Serious) Passengers - N/A
Nature of Damage:	Disruption to the cockpit structure and flex wing
Commander's Licence:	National Private Pilot's Licence
Commander's Age:	58 years
Commander's Flying Experience:	76 hours (of which all were on type) Last 90 days - 30 hours Last 28 days - 8 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

Synopsis

The aircraft was landing on a runway with a crosswind. Just prior to touchdown the aircraft weathercocked to the right. The pilot initiated a go-around but realised that there was insufficient clearance from a fence along the side of the runway. She immediately closed the throttle but was unable to avoid a collision with the fence. The aircraft was severely damaged and the pilot sustained serious, but not life-threatening, injuries.

History of the flight

The pilot was landing the aircraft on a grass runway heading 260°. The estimated wind was 8 kt at 300° (40° to the runway heading) with gusts. Just prior to touching down the aircraft weathercocked to the right. The pilot immediately attempted a go-around but realised that there was now insufficient clearance from a barbed wire and chain-link fence running along the right side of the runway. She reduced power but was unable to avoid a collision with the fence. The aircraft was severely damaged and the pilot sustained serious, but not life-threatening, injuries.

Discussion

With the crosswind any gusting would have an instant effect on this very lightweight aircraft. In the pilot's own assessment, the cause of the accident was inexperience in gusty conditions. However, in this case it would have been difficult to react to check the

weathercocking and then regain the runway heading in the narrow confines of the runway and fence. Therefore the go-around was the best option but the aircraft did not have enough height to clear the fence.