

ACCIDENT

Aircraft Type and Registration:	Pegasus Quik, G-FLEX	
No & Type of Engines:	1 Rotax 912 ULS piston engine	
Year of Manufacture:	2003 (Serial no: 7953)	
Date & Time (UTC):	14 May 2017 at 1415 hrs	
Location:	Winscott Barton Flying Club, Bideford, Devon	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - 1 (Minor)	Passengers - 1 (Minor)
Nature of Damage:	Damage to pod, nosewheel, right wing and propeller	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	53 years	
Commander's Flying Experience:	478 hours (of which 478 were on type) Last 90 days - 5 hours Last 28 days - 5 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

During the flare to land, the aircraft was struck by a strong gust of wind which caused the aircraft to pitch forward and flip inverted.

History of the flight

The pilot was operating from his usual field at Winscott Barton Farm from where he had been flying for 13 years. There were no marked runways but he had taken off in the direction of about 270° with a 13 kt headwind. After a one-hour scenic flight he returned to the field and noticed that the wind sock was indicating about 240° at 13 to 18 kt. On a final approach track of 270°, at about 300 ft agl, the aircraft encountered "some noticeable turbulence" so the pilot decided to go around. As he turned downwind he noticed an alternative landing site in a nearby field, which had newly cut grass and was square, but it was smaller than desired with a passenger on-board so he decided to make one more attempt at his usual field, and to divert if conditions were the same.

On this approach the pilot adjusted his angle slightly to be more into wind, about 260°, and this time it felt smoother. As he flared at about 10 ft the aircraft was hit by what the pilot described as a "strong downward force" which caused the aircraft to pitch forward uncontrollably. The nosewheel struck the ground and the aircraft flipped inverted onto its right wing, coming to rest within 15 m.

The pilot undid his lap strap and assisted his passenger with her harness and then both exited the aircraft.

The pilot's assessment of the cause

The pilot stated that he had not encountered problems before in similar wind conditions. On this occasion he believes that a particularly strong gust from the south-west caused rotor from the brow of a hill where the field drops away quite steeply. The gust struck him at a critical point on landing which he did not believe was recoverable.