

ACCIDENT

Aircraft Type and Registration:	Pegasus Quik, G-CDLA	
No & Type of Engines:	1 Rotax 912-UL piston engine	
Year of Manufacture:	2005 (Serial no: 8102)	
Date & Time (UTC):	13 July 2017 at 1208 hrs	
Location:	Headcorn Aerodrome, Kent	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Extensive damage	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	48 years	
Commander's Flying Experience:	650 hours (of which 50 were on type) Last 90 days - 0 hours Last 28 days - 0 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot, who had not flown for more than 10 months, began his takeoff run in a light and variable wind, but soon perceived the aircraft beginning to roll and drift to the right. He reacted by moving the control bar right and pushing forward on the steering bar with his right foot. However, the roll to the right developed further and, when the aircraft suddenly veered further right, the pilot realised he was losing control. The right wing struck the ground, the aircraft departed the runway and the engine stopped when the propeller impacted the keel tube. The aircraft came to rest on a taxiway and the pilot turned the magnetos off before unstrapping and exiting.

The pilot has subsequently assessed that his initial movement of the control bar was not sufficiently positive to counteract the right roll. Then, as the turn to the right developed, he may have instinctively reverted to the technique for steering a conventional aircraft and pushed with his left foot, so accentuating the right turn. He knew he needed to regain flying currency and now realises he should have followed guidance from the Quik Operator's Manual that pilots who have not flown for three months undertake a refresher flight with an instructor.