

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Quik GT450, G-CGNK	
<b>No &amp; Type of Engines:</b>	1 Rotax 912ULS piston engine	
<b>Year of Manufacture:</b>	2010 (Serial no: 8536)	
<b>Date &amp; Time (UTC):</b>	19 October 2019 at 0945 hrs	
<b>Location:</b>	Beccles Aerodrome, Suffolk	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - 1 (Minor)	Passengers - 1 (Minor)
<b>Nature of Damage:</b>	Severe damage to airframe and wing	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	50 years	
<b>Commander's Flying Experience:</b>	2,605 hours (of which 1,000 were on type) Last 90 days - 111 hours Last 28 days - 25 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The accident occurred during a training flight with an instructor, who was pilot flying and seated in the rear, and a passenger in the front. Having flown a go-around due to turbulence experienced on the first approach to Runway 27, the aircraft was re-established on short final for a second approach, which was stable. However, at a height of less than 10 ft above the runway, the aircraft suddenly pitched down and rolled right. The pilot was unable to prevent the aircraft touching down firmly, following which the trike tipped onto its right side and slid for about 20 ft along the runway before coming to a stop. Both occupants had to be helped from the aircraft by airfield staff.

**History of the flight**

The Quick GT 450 is a two-seat, weight-shift microlight. It is normally flown from the front seat but may be flown from the rear seat when instructing. The front seat position is fitted with a foot operated engine throttle and a hand throttle is positioned to the left of the front seat so that it could be used by both front and rear seat occupants.

The reported weather was from the south-west at about 7 kt, which was within the aircraft's crosswind landing limit. The pilot commented that when the wind had a southerly component at Beccles Aerodrome, nearby buildings and trees could result in turbulence during landing. The pilot also referred to reduced control authority when flying the aircraft from the rear seat that had led to lessons being cancelled due to non favourable wind conditions, but he considered that the weather on the day was suitable.

Following an uneventful training sortie, the aircraft was positioned onto the approach for Runway 27, but a go-around was flown due to turbulence on short final. The second approach was described by the pilot as being stable but, when the aircraft was between 6 and 10 ft above the runway, it experienced “strong sink” that caused the aircraft to rapidly pitch down and roll to the right. The pilot described this as happening very quickly and he was unable to prevent the aircraft from landing firmly. The trike then tipped onto its right side and slid along the runway for about 20 ft before coming to a stop. The pilot and passenger were released from the aircraft with assistance from airfield staff.

The pilot believed that had he been able to quickly increase engine power he may have been able to arrest the rate of descent at touchdown and prevent the accident. However, the position of the hand throttle and need to reposition his hand from the control bar meant that this was unlikely to have been possible in the time available. The pilot suggested that a modification to install a throttle control closer to hand when flying from the rear seat would be advantageous when instructing.



**Figure 1**

G-CGNK after being recovered from the runway