

ACCIDENT

Aircraft Type and Registration:	MCR-01 ULC Banbi, G-HARD	
No & Type of Engines:	1 Rotax 912ULS piston engine	
Year of Manufacture:	2007 (Serial no: PFA 301B-14427)	
Date & Time (UTC):	18 October 2018 at 0820 hrs	
Location:	Eshott Airfield, Northumberland	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - 1 (Minor)	Passengers - N/A
Nature of Damage:	Damage to engine, landing gear, fuselage cockpit, and wings	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	58 years	
Commander's Flying Experience:	152 hours (of which 88 hours were on type) Last 90 days - 7 hours Last 28 days - 6 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot took off in G-HARD intending to complete an hour of flying including some circuits at the airfield. On his second circuit, the pilot decided to practise a go-around. Having reduced power for the flare just above the runway, the pilot then applied power for the go-around. The aircraft initially yawed left and failed to climb. The pilot pulled back further on the stick and checked that the engine was delivering power. Before he could adjust the controls further, however, the aircraft struck the ground to the left of the runway. The aircraft came to an abrupt halt and the pilot struck his head on the top of the instrument panel. He was able to vacate the aircraft without assistance although he was bleeding from a head wound.

Examination of the aircraft after the accident revealed that the pilot's seat had partially detached from its mountings, and the shoulder harness had failed at the stitched joint connecting the shoulder straps to the harness' rear restraining belt. The Light Aircraft Association decided to conduct tests into the suitability of this automotive type of seat belt.