

ACCIDENT

Aircraft Type and Registration:	Quik GT450, G-CGSO	
No & Type of Engines:	1 Rotax 912ULS piston engine	
Year of Manufacture:	2010 (Serial no: 8540)	
Date & Time (UTC):	6 July 2018 at 1550 hrs	
Location:	Moss Edge Farm, Cockerham, Lancashire	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - 1 (Minor) 1 (Serious)	Passengers - None
Nature of Damage:	Severe damage to wing; repairable damage to trike.	
Commander's Licence:	Student	
Commander's Age:	61 years	
Commander's Flying Experience:	481 hours (of which 3 were on type) Last 90 days - 3 hours Last 28 days - 3 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The accident occurred on the fourth training flight for the front seat pilot who was converting from fixed-wing to flex-wing aircraft. After two uneventful touch and go landings, the student pilot positioned for an approach at Moss Edge Farm Airfield. On short finals the aircraft drifted left towards a field of barley and, electing to go around, the student selected full-power and instinctively pulled on the control bar. The aircraft descended rapidly and landed heavily in the barley field, coming to rest on its side. Both pilots were able to vacate the aircraft without external assistance despite the front seat pilot sustaining a broken arm.

One of the challenges of converting from fixed-wing to flex-wing aircraft is that the pitch and roll inputs required are in the opposite sense; for example, on a flex-wing aircraft the control bar is pushed rather than pulled to initiate a climb. The instructor assessed that this accident was caused by the student using an instinctive rearwards control input when the opposite was required. Due to the height at which the go-around was initiated, there was insufficient time available for the instructor to recover the situation.



Figure 1

G-CGSO on its side after the accident