

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Ikarus C42 FB100 Bravo, G-CHWN	
<b>No &amp; Type of Engines:</b>	1 Rotax 912ULS piston engine	
<b>Year of Manufacture:</b>	2013 (Serial no: 1302-7240)	
<b>Date &amp; Time (UTC):</b>	20 October 2018 at 1434 hrs	
<b>Location:</b>	Sywell Aerodrome, Northamptonshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to the left landing gear leg, left door and surrounding structure	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	52 years	
<b>Commander's Flying Experience:</b>	220 hours (of which 15 were on type) Last 90 days - 16 hours Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and additional enquiries made by the AAIB	

The owner had recently purchased G-CHWN, his first fixed-wing microlight, having previously flown flex-wing types and was flying it back to his home airfield at Sywell from Dunkeswell Aerodrome. On arrival at Sywell, he stated that the weather was sunny with scattered clouds and good visibility, a light wind which favoured a landing on Runway 21R, and a temperature of 10°C.

After a stable approach, he landed slightly to the left of the runway centreline and attempted to steer back towards the centre of the runway. However, he mistakenly applied left rudder pedal, which would have been the correct steering sense for a flex-wing microlight, but incorrect for a fixed-wing type. The microlight left the paved runway surface, struck a runway edge light, and subsequently the left landing gear leg collapsed under braking.

The pilot, who was not injured, attributed the accident to his unfamiliarity on fixed-wing microlights and the reversed sense of operation of the steering system when compared to flex-wing types on which he had more experience.