

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Chaser S 447, G-MYYD	
<b>No &amp; Type of Engines:</b>	1 Rotax 447 piston engine	
<b>Year of Manufacture:</b>	1995 (Serial no: CH7099)	
<b>Date &amp; Time (UTC):</b>	18 July 2018 at 1700 hrs	
<b>Location:</b>	Barhams Mill Farm Airfield, Kent	
<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 wing keel tube and pylon connecting the wing to the trike	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	55 years	
<b>Commander's Flying Experience:</b>	292 hours (of which 10 minutes were on type) Last 90 days - 18 hours Last 28 days - 1 hour	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

The pilot had difficulty controlling the microlight's direction after landing due to the position of the steering yoke relative to the throttle. This led to him over-correcting when the aircraft deviated to the right, causing it to tip over.

This was the pilot's first flight on the type and he considered the space around his legs and feet was restricted, contributing to his problems controlling the aircraft.

## History of the flight

The pilot had flown from Barhams Mill Farm Airfield to a nearby airstrip in his own microlight, a Pegasus Quantum 912. At the airstrip he met with a colleague, the pilot of a Chaser microlight, and the two pilots then flew together in their respective aircraft to a third airstrip before going on to Barhams Mill Farm Airfield.

After landing at Barhams Mill Farm the pilot of the Chaser offered to let his colleague fly it. The Pegasus pilot reported that it was a tight fit for his legs and feet in the Chaser, but that he was able to make himself comfortable. He then made a short flight in the Chaser, which he reported was uneventful and the approach and touchdown were without incident. However, after landing, the aircraft started to deviate to the right, which the pilot tried to correct using the nosewheel steering yoke.

The yoke is operated using the feet and is connected to the nosewheel, allowing the aircraft to be steered on the ground. Pushing the yoke to the right steers the aircraft to the left and vice versa. The throttle control is positioned on the right-hand side of the yoke and the brake on the left, allowing these to be operated by the feet.

The pilot found that the footwell was sufficiently restricted in size that he was unable to steer left without increasing the throttle. In reducing pressure on the throttle again, the aircraft once more deviated to the right. The pilot again tried to correct this, but with the same outcome and this pattern repeated itself three times before the pilot over-corrected, causing the aircraft to tip onto its right side. Assistance was quickly on the scene and, despite the aircraft being damaged, the control frame was moved sufficiently for the pilot to get out of the trike unharmed.

The pilot considered he should have spent more time familiarising himself with the controls on the ground, especially considering the restricted legroom.