

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Pegasus Quik, G-CCPC	
<b>No &amp; Type of Engines:</b>	1 Rotax 912ULS piston engine	
<b>Year of Manufacture:</b>	2003 (Serial no: 7994)	
<b>Date &amp; Time (UTC):</b>	31 July 2020 at 1010 hrs	
<b>Location:</b>	East Fortune Airfield, North Berwick, East Lothian	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - 1 (Serious)	Passengers - N/A
<b>Nature of Damage:</b>	Fuselage pod, left wheel spat and windshield damaged	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	68 years	
<b>Commander's Flying Experience:</b>	312 hours (of which 267 were on type) Last 90 days - 4 hours Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The pilot lost control during a landing in turbulent conditions, resulting in a runway excursion following which the flexwing aircraft struck a fence. The pilot sustained a fractured wrist and the aircraft was substantially damaged.

**History of the flight**

Following departure from Runway 11 for a local flight from East Fortune Airfield, East Lothian, the pilot realised that the turbulence was worse than anticipated. The pilot described having "to work very hard to try to maintain straight and level flight" in the turbulent conditions and decided to return to the airfield. Two approaches to Runway 11 were flown, but on both occasions the pilot had difficulty in positioning the aircraft for the final approach in the turbulence and went around. The pilot described that, at this stage of the flight, her arms hurt with the effort of controlling the flexwing and that she was very anxious.

The pilot described the wind as becoming light, as shown by the windsock, so she positioned the aircraft for an approach to Runway 29 which has a longer, unobstructed approach compared to Runway 11. After a stable final approach, the aircraft veered to the left in the round-out and the pilot reported that she had insufficient strength to push the control bar forwards to initiate a go-around. The aircraft struck a fence to the left side of the runway,

during which the pilot sustained a fracture to her left wrist. The aircraft's fuselage pod, windscreen and left wheel spat were damaged in the accident.

The pilot stated that following discussions with other pilots who had witnessed the accident, it was apparent that the wind had veered to the north and strengthened as the aircraft was landing, which had contributed to the loss of control. The other pilots, who had also flown that day, remarked that the turbulent conditions were challenging to fly in.

### **Pilot's comments**

The pilot assessed the cause of the accident to be a combination of the turbulent conditions, which taxed her physical strength, and "a classic case of fear and stress (Atherton, 2020<sup>1</sup>)". She stated that a decision on whether to fly solo again would be dependent on increasing her upper body strength and on reducing the weather limits in which she assessed it would be safe for her to fly.

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### **Footnote**

<sup>1</sup> Atherton, I. (2020) 'The Emotion of Flight', *GASCO Flight Safety magazine*, Summer 2020.