

Accident

Aircraft Type and Registration:	Pegasus Quik, G-CDCF	
No & Type of Engines:	1 Rotax 912-UL piston engine	
Year of Manufacture:	2004 (Serial no: 8076)	
Date & Time (UTC):	30 September 2023 at 0703 hrs	
Location:	Northrepps Airfield, Norfolk	
Type of Flight:	Training	
Persons on Board:	Crew – 2	Passengers – None
Injuries:	Crew – 1 (Serious) 1 (None)	Passengers – N/A
Nature of Damage:	Substantial damage to the airframe and engine shock loaded.	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	65 years	
Commander's Flying Experience:	2,083 hours (of which 1,840 were on type) Last 90 days – 22 hours Last 28 days – 5 hours	
Information Source:	Aircraft Accident Report Forms submitted by the pilot and student	

Synopsis

During the takeoff roll on a training flight, G-CDCF departed the runway's edge and overturned, despite steering corrections made by both the student and instructor. The instructor believes that the student had inadvertently applied the brake pedal whilst countering the pressure he was applying on the foot throttle, whereas the student believed that his feet were clear of the brake pedal. The absence of further information precluded the reconciliation of these differences and the identification of the cause of the runway excursion.

History of the flight

The student pilot, who was undertaking his 6th hour of training, and his instructor completed separate pre-flight checks of the aircraft and taxied to Runway 15 for departure. The weather was CAVOK, with little wind, although the grass runway was wet. The student checked G-CDCF's brakes and applied takeoff power, using the throttle operated with his right foot. At approximately 45 mph the trike, which had initially tracked straight along the runway, began to turn to the right. Using his foot-operated steering bar, the student attempted to correct this deviation, as the instructor in the rear seat remarked "what are you doing?" and applied a correction on his own, linked steering bar. The rear seating position does not have throttle or brake controls. Despite steering corrections being applied by both occupants, they appeared to have no effect. Shortly afterwards, G-CDCF reached the

runway's edge and the instructor recalls seeing both main wheels skidding on the wet grass as the student released the foot throttle. G-CDCF then skidded into longer grass, the left undercarriage collapsed, and the aircraft toppled onto its left side and came to rest. After making the aircraft safe, the student was able to vacate the aircraft and render assistance to the instructor who had broken a wrist.

The instructor believes that the student inadvertently applied the brake pedal, situated at the top of the left side of his steering bar, at some point during the takeoff whilst countering the pressure he was applying with his right foot on the throttle. However, the student believes that during the takeoff his foot was clear of the brake pedal. In the absence of any further information, it was not possible to reconcile the differences between these two accounts.

The student noted that, following the advice given in a recent BMAA safety promotion¹, both occupants used their front seat shoulder straps, and he believed that this had prevented more serious injuries.

Footnote

¹ <https://www.bmaa.org/information-library/belt-up-safety-campaign> [accessed December 2023].