**Accident**

| | | |
|---|---|---|
| **Aircraft Type and Registration:** | Pegasus Quik, G-CDOP | |
| **No & Type of Engines:** | 1 Rotax 912ULS piston engine | |
| **Year of Manufacture:** | 2005 (Serial no: 8129) | |
| **Date & Time (UTC):** | 11 May 2025 at 0930 hrs | |
| **Location:** | Perth Airport | |
| **Type of Flight:** | Private | |
| **Persons on Board:** | Crew - 1 | Passengers - 1 |
| **Injuries:** | Crew - None | Passengers - None |
| **Nature of Damage:** | Torn section of the trailing edge of the right side of the wing | |
| **Commander's Licence:** | National Private Pilot's Licence | |
| **Commander's Age:** | 67 years | |
| **Commander's Flying Experience:** | 299 hours (of which 299 were on type)<br>Last 90 days - 10 hours<br>Last 28 days - 3 hours | |
| **Information Source:** | Aircraft Accident Report Form submitted by the pilot | |

## Synopsis

The pilot was returning to Perth Airport after a local flight and reported the aircraft pitching and becoming difficult to control. On landing, he discovered damage to the right trailing edge of the wing. No other damage was reported to the aircraft and the pilot considered he may have collided with a UAV. It was noted that neither the pilot nor his passenger was wearing their diagonal seat harnesses.

## History of the flight

The pilot was returning to Runway 09 at Perth Airport after a local flight with a passenger. He was at about 2,000 ft agl in the vicinity of Perth Racecourse, approximately 3 nm west of the airport and described how the aircraft suddenly "pitched to the right" as if he had "hit a deep pothole whilst driving". He reported the aircraft was difficult to handle and that when he tried to reduce speed it became unstable and shook. He stated it was also difficult to keep the aircraft straight whilst on the approach, although the pilot managed to carry out a successful landing. When taxiing after landing, the pilot noticed that there was damage to a section of the trailing edge on the right wing, with some tears in the material.

The aircraft was later inspected but no other damage was found, and it was reported that the damage to the wing was not considered to be due to an object coming off the aircraft or a strike by the aircraft's propeller. Without an obvious cause it was suggested that the

aircraft may have collided with a UAV. The pilot noted that the accident happened in the vicinity of a local event over which someone may have been flying a UAV, although there was no evidence that this was the case. There were black strike marks on the material adjacent to the tear on the wing, suggesting contact with a manmade object, rather than a bird. The pilot commented that he would in future avoid flying in the vicinity of outdoor events to avoid any UAVs which may be present.

**Survivability**

In providing information to the AAIB about the accident, it became apparent that neither the pilot nor his passenger had been wearing the diagonal restraint strap, relying instead on only the lap strap. The pilot was open in discussing this and stated that whilst he knew the passenger seat was fitted with a diagonal strap, he had not been aware that the pilot's seat was also fitted with such a strap. He stated that he had never worn a diagonal restraint strap during over 12 years of flying microlights despite having attended safety evenings where the importance of wearing such a restraint had been mentioned. In the pilot's opinion, wearing one would constrain full movement on the control bar. He had never been taught to wear one during his training and, in his experience, most microlight pilots did not wear one. He could not explain, however, why the passenger was not wearing their diagonal restraint when they did not need to operate the controls.

The importance of using upper body restraint whilst flying a microlight is explained in depth in an AAIB report concerning a fatal accident involving a Pegasus Quik registration G-CCPC on 1 June 2022[1]. It appears that despite such accidents and an effort to raise awareness amongst the pilot community, there remains the need to break an existing culture that sees their use as a restriction.

**Footnote**

[1] https://assets.publishing.service.gov.uk/media/656707c7d6ad75001302fc6b/Pegasus_Quik_G-CCPC_01-24.pdf [accessed July 2025].