

ACCIDENT

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| Aircraft Type and Registration: | Pegasus XI-R, G-MTIP | |
| No & Type of Engines: | 1 Rotax 447 piston engine | |
| Year of Manufacture: | 1987 | |
| Date & Time (UTC): | 2 August 2007 at 1000 hrs | |
| Location: | Near Berhills Lane, Seend, Wiltshire | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - 1 |
| Injuries: | Crew - None | Passengers - None |
| Nature of Damage: | Extensive damage to the wing, trike and rigging wires | |
| Commander's Licence: | National Private Pilot's Licence | |
| Commander's Age: | 36 years | |
| Commander's Flying Experience: | 109 hours (of which 72 were on type) Last 90 days - 12 hours Last 28 days - 3 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot and additional AAIB enquiries | |

Synopsis

Following an engine failure, the pilot attempted a forced landing into a field. During the ground roll, on a downhill gradient with damp grass, the nosewheel entered a ditch at the edge of the field, causing the aircraft to flip over and come to rest inverted on the boundary fence.

History of the flight

The aircraft was on a local flight from a farm strip when it encountered light rain. The pilot decided to return to the airfield and, in order to save time, planned to join the circuit on base leg. However, whilst maintaining 500 ft agl and a typical cruise power setting of 5,000 rpm, the engine cut out without warning. A

number of fields appeared to be suitable for a forced landing and the pilot chose what he thought was the best one. The landing was slightly deep, as a result of having to avoid trees on short finals. Having touched down, it became apparent that the field had a downhill gradient which had not been obvious from the air. The slope, combined with the damp conditions, made it impossible for the pilot to stop the aircraft before reaching a ditch and fence on the field boundary. The nosewheel fell into the ditch, causing the aircraft to flip over and come to rest on the fence in an inverted attitude. Neither occupant was injured, although the aircraft sustained major damage.

A subsequent investigation did not reveal the reason for the engine failure; it had not seized and the ignition system was found to be serviceable. Should any further information relating to this accident come to light, it will be published in a future AAIB Bulletin.