

QAC Quickie Q2, G-BNCG

AAIB Bulletin No: 10/97 Ref: EW/G97/08/19 Category: 1.3

Aircraft Type and Registration: QAC Quickie Q2, G-BNCG

No & Type of Engines: 1 Revmaster R2100DQ piston engine

Year of Manufacture: 1991

Date & Time (UTC): 21 August 1997 at 1553 hrs

Location: Thruxton Airfield, Hampshire

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - 1

Injuries: Crew - None - Passengers - None

Nature of Damage: Substantial

Commander's Licence: Private Pilot's Licence

Commander's Age: 50 years

Commander's Flying Experience: 127 hours (of which 8 were on type)
Last 90 days - 4 hours
Last 28 days - Nil

Information Source: Aircraft Accident Report Form submitted by the pilot



The Quickie Q2 is a two-seat canard design 'kitplane' very similar to the single seat Quickie shown in this picture. The main landing gear are on the tips of the foreplane (which means the wheels are about 17 feet apart) with a third wheel at the tail.

The weather at Thruxton was fine but there was a crosswind from the left of up to 10 kt on Runway 25. After carrying out normal engine power checks the pilot lined up on Runway 25 and applied full power to begin the take-off run. Initially he kept the aircraft straight with small rudder inputs but between 40 and 45 kt he began to need large rudder inputs for directional control. When the aircraft veered to the right he applied left rudder but this did not have the desired effect and the aircraft departed off the side of the runway with the swing to the right becoming worse. The pilot realised that he had lost control and closed the throttle but he was unable to stop the aircraft before it hit a hedge at high speed, cartwheeled and came to rest the right way up.

The pilot has since stated that the design of the Q2 makes it susceptible to pilot-induced oscillations (PIO) on take-off and that rudder must be used carefully to prevent a swing from becoming divergent.