

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Zenair CH 701UL, G-CDGR	
<b>No &amp; Type of Engines:</b>	1 Rotax 912-UL piston engine	
<b>Year of Manufacture:</b>	2005	
<b>Date &amp; Time (UTC):</b>	11 March 2009 at 1750 hrs	
<b>Location:</b>	Main Hall Farm strip, Conington, Cambridgeshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to right wing leading edge slat, propeller blades, engine firewall and engine mounts	
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence	
<b>Commander's Age:</b>	53 years	
<b>Commander's Flying Experience:</b>	12,200 hours (of which 6 were on type) Last 90 days - 67 hours Last 28 days - 37 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

After a normal touchdown the aircraft veered to the left and departed the grass runway surface. The aircraft entered a corn field and the high rate of turn, to the left, caused the aircraft to tip to the right and the right wing to hit the ground.

## History of the flight

The Zenair CH 701UL is a three-axis, high-wing microlight aircraft with a tricycle landing gear configuration. The pilot had completed a local flight and was returning to land on Runway 27, a grass strip about 700 m long. The wind was from 240° at 6 kt. He carried out a normal approach at 55 mph with the flaps down and made a normal touchdown on the main

wheels first, followed by the nosewheel. The aircraft then started to veer increasingly to the left. The pilot applied pedal pressure with his right foot but this had no effect and the rate of turn to the left increased, causing the aircraft to leave the grass runway surface and enter an adjacent corn field. The left main wheel lifted into the air due to the high rate of turn and the right wing leading edge hit the ground. Then the propeller struck the ground and the engine stopped immediately.

## Pilot's assessment of the cause

The pilot reported that he was uncertain of the cause of the accident but offered two possible causes. He thought that the nosewheel fork might have bent on landing

due to an earlier heavy landing on the nosewheel. Alternatively, he thought it was possible that he might have inadvertently applied left pedal after touchdown, instead of right pedal, to correct for the left turn. The aircraft was equipped with rudder pedals for the left pilot's seat and pedals for the right co-pilot's seat. The

pilot's right pedal is mounted very close to the co-pilot's left pedal without a central divider between them. The pilot, seated in the left seat, considered it possible that when he attempted to apply his right foot to his right pedal he inadvertently applied pressure to the co-pilot's left pedal, thereby increasing the turn to the left.