

ACCIDENT

Aircraft Type and Registration:	Pegasus Quik, G-CEMZ	
No & Type of Engines:	1 Rotax 912ULS piston engine	
Year of Manufacture:	2007 (Serial no: 8280)	
Date & Time (UTC):	29 June 2014 at 1210 hrs	
Location:	Hunsdon Airfield, Hertfordshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to wing, propeller, pod and fairings, nosewheel assembly destroyed	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	48 years	
Commander's Flying Experience:	941 hours (of which 933 were on type) Last 90 days - 28 hours Last 28 days - 13 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

On landing, the aircraft ran off the runway, overturned and was extensively damaged. The nosewheel appeared to have partly disintegrated at touchdown, possibly as a result of a deflated tyre.

History of the flight

The pilot reported that, following a flight of approximately 25 minutes, a normal approach was made to Runway 03 with the aircraft trimmed at an airspeed of about 60 to 65 mph. The wind was from the north-west at about 8 to 10 kt, ie about 35 to 45° to the runway direction. After crossing the runway threshold, the pilot moved his feet clear of the foot throttle after reducing power to idle, as he had been taught during training. The touchdown was firm, but not excessively so, and took place initially on the rear wheels, followed almost immediately by the nosewheel.

It was immediately apparent to the pilot that something was wrong. The aircraft was impossible to steer, a high frequency severe oscillation was transmitted through his feet and the engine power suddenly increased. He tried to reach down to turn off the magneto switches, but as he was trying to steer the aircraft and to hold the wing control A-frame at the same time, he was unable to do so before the aircraft ran off the runway into the rough grass on the right. It then overturned, sustaining extensive damage, and the engine

stopped. The pilot checked his passenger before switching off the fuel selector and master switch, but was unable to switch off the magnetos himself. They were switched off by an instructor who attended the scene.

Conclusion

On examination, it was found that the right side of the nosewheel had disintegrated. Most of the pieces of the wheel were found at or near the touchdown point. Marks on the runway suggested that the rim of the wheel, rather than the tyre, may have made contact with the ground. It was concluded that the tyre was possibly deflated at touchdown, although it had appeared inflated during the pre-flight examination and the takeoff roll had felt normal.