

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	P&M Aviation Quick GTR, G-MABL	
<b>No &amp; Type of Engines:</b>	1 Rotax 912-UL piston engine	
<b>Year of Manufacture:</b>	2012 (Serial no: 8635)	
<b>Date &amp; Time (UTC):</b>	26 May 2014 at 0820 hrs	
<b>Location:</b>	Farway Common Airfield, Devon	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - 1 (Minor)
<b>Nature of Damage:</b>	Damage to wing and propeller	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	49 years	
<b>Commander's Flying Experience:</b>	2,270 hours (of which 93 were on type) Last 90 days - 22 hours Last 28 days - 13 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and airfield information from the airfield owner	

The pilot prepared for a local flight from Farway Common Airfield. The airfield has two grass runways, designated 10/28 and 18/36; both 550 m long. There was a light and variable wind favouring Runway 10 and the grass surfaces were wet. The runway had an uphill slope, gaining approximately 50 ft elevation along its length. G-MABL was the last of a group of four microlights to take off and the only one of the group carrying a passenger.

Takeoff on Runway 10 was normal until the microlight encountered what the pilot described as a significantly waterlogged area, which caused it to lose speed. It then encountered a surface undulation and became airborne at low airspeed. The pilot was unable to correct a roll to the right and the microlight struck the ground, coming to rest on its right side.

The pilot reported that she had not appreciated the full extent of the surface water, having landed the previous day on the other runway, which had better drainage. She considered that the adverse effect of this on takeoff performance, and allowing the microlight to become airborne at too low an airspeed, were causal factors.