

## ACCIDENT

|  |   |                   |
|--|---|-------------------|
| <b>Aircraft Type and Registration:</b> | P and M Aviation Quik R, G-CFDL   |                   |
| <b>No &amp; Type of Engines:</b>       | 1 Rotax 912ULS piston engine  |                   |
| <b>Year of Manufacture:</b>            | 2008 (Serial no: 8370)  |                   |
| <b>Date &amp; Time (UTC):</b>          | 8 September 2014 at 1255 hrs  |                   |
| <b>Location:</b>                       | Arclid Airfield, Cheshire   |                   |
| <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>               | Nosewheel suspension, front of trike, propeller and wing                                  |                   |
| <b>Commander's Licence:</b>            | National Private Pilot's Licence  |                   |
| <b>Commander's Age:</b>                | 49 years  |                   |
| <b>Commander's Flying Experience:</b>  | 131 hours (of which 95 were on type)<br>Last 90 days - 26 hours<br>Last 28 days - 3 hours |                   |
| <b>Information Source:</b>             | Aircraft Accident Report Form submitted by the pilot                                      |                   |

## Synopsis

The pilot was landing at an airfield with which he was unfamiliar. On his second attempt to land, he flared too high and for too long and the aircraft stalled from a height of about 10 ft. The nose landing gear suspension collapsed and the aircraft left the runway before rolling onto its side.

## History of the flight

The pilot intended to land at Arclid Airfield after a flight from Wiltshire. Grass Runway 02 was in use, which had a length of 400 m and a slight downslope over its middle third; the wind was from 330° at about 7 kt. His first approach, the pilot felt, was too high for this unfamiliar runway, so he decided to go around and perform a second one. He was happy with the second approach and commenced a flare over the first third of the runway.

However, a microlight instructor watching from the ground saw that the flare was too high and was held for too long. The aircraft lost speed and stalled from about 10 ft, hitting the ground on all three wheels before bouncing back into the air and landing again on the nose landing gear, which collapsed. The damage to the nose gear apparently pulled the cable operating the foot throttle and increased the engine rpm, veering the aircraft to the right and into adjacent pasture, where it rolled onto its side and came to a halt. Although the aircraft was badly damaged, the pilot disembarked unhurt.

The pilot cited four factors which, in his opinion, contributed to the accident:

- In the flare he “held off” too high and for too long
- He was unfamiliar with the airfield
- The downslope on the runway led to him misjudging the landing flare
- After a long flight he was in some discomfort, and distracted, due to a full bladder.