

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Pegasus XL-Q, G-MTYF	
<b>No &amp; Type of Engines:</b>	1 Rotax 462 piston engine	
<b>Year of Manufacture:</b>	1988 (Serial no: SW-WQ-0042)	
<b>Date &amp; Time (UTC):</b>	4 June 2015 at 1820 hrs	
<b>Location:</b>	Over Farm Airfield, Gloucestershire	
<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 nosewheel, pod and wing	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	50 years	
<b>Commander's Flying Experience:</b>	101 hours (of which 101 were on type) Last 90 days - 13 hours Last 28 days - 6 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

The aircraft was climbing away after takeoff when the engine momentarily lost power and, as the pilot turned back towards the airfield, the engine stopped completely. Although the subsequent landing was on the airfield, it was in the crop bordering the runway and the nose landing gear collapsed. The pilot attributes the engine failure to an incorrectly seated carburettor float chamber which he routinely removed to fill with fuel as part of the pre-start priming procedure.

## History of the flight

The aircraft had taken off from Runway 16 at Over Farm but, after approximately 30 seconds of flight and at a height of about 500 ft agl, the engine momentarily lost power. The pilot looked for a site to land immediately but the engine appeared to regain power and he thought he would be able to return to the airfield. He commenced a wide left turn back towards it but, after a few seconds, the engine lost power again and stopped completely. Initially he tried to land back onto Runway 16 but soon realised he would not make it and landed at an angle of about 20° to the runway in a crop of rapeseed which bordered it, which caused the nose landing gear to collapse before the aircraft came to rest. The pilot released his seatbelt and climbed out of the trike unaided.

The pilot realised he had made two errors. He had followed his usual procedure of removing the carburettor float chamber to fill it with fuel to assist starting but had not replaced it

correctly and it had been drawing air into the carburettor. His second omission had been that he had not performed a two-minute power assurance check, as was his usual practice. He feels that the problem would have manifested itself when he was on the ground had he done so.