

ACCIDENT

Aircraft Type and Registration:	Pegasus Quik, G-CBZT	
No & Type of Engines:	1 Rotax 912ULS piston engine	
Year of Manufacture:	2003 (Serial no: 7936)	
Date & Time (UTC):	7 August 2015 at 1755 hrs	
Location:	Eshott Airfield, Northumberland	
Type of Flight:	Training	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to wing, propeller and scuffing to pod	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	54 years	
Commander's Flying Experience:	734 hours (of which 685 were on type) Last 90 days - 64 hours Last 28 days - 35 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The instructor was demonstrating a powered approach to his student but this required the student to take control once on the ground, including application of the brakes. After touchdown, the student applied the brakes but felt that the aircraft was not slowing down. The instructor tried to shut down the engine using the magneto switches but because of a broken grounding wire, it continued to run. The student tried to steer the aircraft to avoid the boundary fence, but it was travelling too fast and rolled onto its right side. Neither occupant was injured.

History of the flight

When used for training, the Pegasus Quik is configured such that the instructor, occupying the rear seat, has access to the control bar, the hand throttle and the magneto switches. In addition, only the student in the front seat can operate the footbrake (using the left pedal) and the foot throttle (using his right foot); he can also move the nosewheel steering bar. When operating the foot throttle, the hand throttle remains stationary.

On the practice circuit training session during which the accident occurred, the student had demonstrated to his instructor that he was proficient at landings, go-arounds and taxiing following glide approaches. On the last circuit of the lesson, the instructor took control to demonstrate a powered approach. At a height of about 15 ft, he cut the power using the hand throttle and made a reasonably smooth, if somewhat fast, touchdown. The student then

reports that he commenced braking but, despite “standing on the brakes” the aircraft did not appear to slow down. The instructor said “Take your foot off the throttle” to the student, who replied that he was not applying throttle, but trying to brake. The instructor double-checked that the hand throttle was closed and then reached to switch off both magnetos, but the engine continued to run.

The end of the runway and a fence were now fast approaching, so the student steered the aircraft to the left, but it was travelling too fast and toppled onto its right side. Both occupants climbed out of the trike uninjured.

It was subsequently found, when the aircraft was returned to its manufacturer for repair, that a grounding wire associated with the ignition unit had broken internally such that one magneto was permanently live; this explained why the instructor could not switch off the engine.