

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Pegasus Quantum 15-912, G-MDBC	
<b>No &amp; Type of Engines:</b>	1 Rotax 912 piston engine	
<b>Year of Manufacture:</b>	2001 (Serial no: 7814)	
<b>Date &amp; Time (UTC):</b>	29 June 2015 at 1730 hrs	
<b>Location:</b>	Arclid Airfield, Cheshire	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to wing and trike	
<b>Commander's Licence:</b>	Student	
<b>Commander's Age:</b>	47 years	
<b>Commander's Flying Experience:</b>	24 hours (of which 10 were on type) Last 90 days - 3 hours Last 28 days - 1 hour	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

The solo student was landing on Runway 20 at Arclid Airfield. He had abandoned the first two attempts but, whilst happy with all aspects of the approach, found that the aircraft hopped on touchdown and started to drift to the left. He was unable to prevent the aircraft from entering a tall crop by the side of the runway and falling over onto its right side.

Neither the instructor nor the student could explain the reason for the loss of directional control.

## History of the flight

The student had earlier flown with his instructor, including executing a standard overhead join for Runway 20 followed by a landing and a further circuit and landing on the same runway. The wind was down the runway at less than 5 kt. The instructor was happy with his student's performance and briefed him for a solo exercise.

The student was to carry out all the normal pre-flight checks, taxi and depart using Runway 20, leave the circuit and re-join, using standard procedures, and land on Runway 20. He was then briefed to depart a further three times, using other standard routes, and re-join overhead to land after each one.

On the first of his approaches to land, the student felt he was not lined up correctly and went around. He performed a circuit and this time was happy with his position on finals but, on

touchdown, the aircraft bounced and he decided to go around again. On the third attempt, the student was entirely happy with the approach but, as he was about to flare, the aircraft started to drift to the left and again performed a small hop on touchdown. Before touching down again, the aircraft had drifted to the left and its left mainwheel contacted a tall crop growing alongside the runway. The aircraft entered the crop and fell over onto its right side. The student commented that a combination of adrenalin, tangled flying wires and a misting visor caused him some difficulty in releasing his seat belt but eventually he managed to escape on his own, uninjured.

The student's instructor had seen the three approaches and considered that the last one "looked fine". Neither he nor the student could understand the reason for the loss of directional control.