

ACCIDENT

Aircraft Type and Registration:	Escapade 912(2), G-ECKB	
No & Type of Engines:	1 Rotax 912-UL piston engine	
Year of Manufacture:	2007 (Serial no: BMAA/HB/533)	
Date & Time (UTC):	2 July 2018 at 1720 hrs	
Location:	Private airstrip, Coate, near Devizes, Wiltshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Left wing, left main landing gear and propeller damaged	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	69 years	
Commander's Flying Experience:	1,949 hours (of which 1,116 were on type) Last 90 days - 42 hours Last 28 days - 14 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

While on final approach the aircraft sank in turbulence, and this alarmed the passenger who then, inadvertently, restricted the control stick from being moved rearwards. Consequently, the pilot could not prevent the aircraft from descending rapidly, and the left main landing gear detached in the ensuing ground contact with the grass runway. While this occurred the passenger was instructed to allow the pilot freedom to move the control stick and, after a single bounce, the pilot landed the aircraft on its right main landing gear and tailwheel. However, as the airspeed reduced, the aircraft settled onto its left wingtip and slewed left, before coming to rest at the edge of grain crop which adjoined the runway (Figure 1).

The pilot noted that he often provides air experience flights, and he had not anticipated that his passenger might unexpectedly “freeze” in such a manner, at a critical moment. He believes that if he had been more prepared for such an eventuality, he might have been able to overcome the restriction by exerting greater force to the control stick.



Figure 1

G-ECKB resting on its left wingtip at the edge of the grain crop