

# Quickie Q2, G-BVYT

**AAIB Bulletin No: 5/98 Ref: EW/G98/03/07 Category: 1.3**

<b>Aircraft Type and Registration:</b>	Quickie Q2, G-BVYT
<b>No &amp; Type of Engines:</b>	1 Revmaster R2100D piston engine
<b>Year of Manufacture:</b>	1983
<b>Date &amp; Time (UTC):</b>	14 March 1998 at 1430 hrs
<b>Location:</b>	Dunkeswell Aerodrome, Devon
<b>Type of Flight:</b>	Private (Training)
<b>Persons on Board:</b>	Crew - 1 - Passengers - None
<b>Injuries:</b>	Crew - None - Passengers - N/A
<b>Nature of Damage:</b>	Propeller and spinner, wheel spats abraded and engine shock loaded
<b>Commander's Licence:</b>	Private Pilot's Licence
<b>Commander's Age:</b>	47 years
<b>Commander's Flying Experience:</b>	448 hours (of which 8 were on type) Last 90 days - 10 hours Last 28 days - 3 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

The Quickie Q2 is a two-seat canard 'kitplane'. The main landing gear wheels are on the tips of the canard with a third steerable wheel at the tail. There are cable operated brakes on each main wheel actuated by a lever in the cockpit and capable of differential operation. The aircraft type has a reputation for being difficult to control directionally during take off and landing.

The pilot had recently acquired a share in the club which owned the aircraft and he had received about 4 hours of dual instruction with a flying instructor before being cleared to fly it solo. He then flew solo on three occasions during February for a total of over three hours circuit flying practice with some landings he described as good and some not nearly so good. On the day of the accident he decided to carry out more solo circuit flying practice using Dunkeswell's tarmac Runway 18/36 which is 641 metres long. He decided to make each landing a full-stop because he found managing

the landing roll was the most challenging aspect of the aircraft's handling qualities. At the time the weather was fine with a light surface wind from 330°.

At the conclusion of his first circuit he approached at 80 mph for a landing on Runway 36. He touched down normally and allowed the aircraft to coast before applying the wheelbrakes with about one third of the runway remaining. Initially he applied the brakes gently but finding himself rapidly running out of tarmac, he applied them more harshly. The retardation was so great that the aircraft tipped onto its nose and skidded to a halt coming to rest some 30 metres from the end of the runway.

The pilot attributed the accident to his lack of experience on type. He approached 10 mph too fast and the wheelbrake system lacked sufficient 'feel'. Since this accident he has decided not to use runways less than 900 metres long in light wind conditions.