

No: 4/91

Ref: EW/G91/02/02

Category: 1c

Aircraft Type and Registration: QAC Quickie Q2, G-BPMW

No & Type of Engines: 1 Revmaster R2100DQ piston engine

Year of Manufacture: 1983

Date and Time (UTC): 16 February 1991 at 1617 hrs

Location: Kempshot, Basingstoke, Hampshire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Rear fuselage badly damaged; rear wing, canard, propeller and cowlings destroyed; canopy damaged.

Commander's Licence: Private Pilot's Licence

Commander's Age: 35 years

Commander's Total Flying Experience: 762 hours (of which 510 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

After completing an air-test earlier in the day, the aircraft was flying at 1800 ft in good visibility from Southampton to Blackbushe when the engine suddenly stopped. The aircraft was in level flight and the pilot had made no engine control adjustments for some 3-4 minutes. A 'Mayday' RT call was made to Blackbushe ATC, on whose frequency the pilot had been maintaining a listening watch, and the aircraft was turned towards a large field on the outskirts of Basingstoke for a forced-landing. After a normal flare and deceleration with full nose-up trim, a 3-point landing was made at 75 mph. As the speed reduced to around 45 mph, the main landing gear wheels dug into the soft wet earth and the aircraft 'flipped-over' onto its back. The pilot, who was uninjured, released his harness and attempted to escape by breaking the perspex canopy, but to no avail. He then managed to release the canopy latches at each side and, by lying on his back, pushed the airframe upwards using his legs. This enabled him to crawl clear through the gap between the canopy and the fuselage longeron, a feat which he accomplished within approximately 30 seconds of the aircraft coming to rest. The emergency services and a helicopter arrived at the scene within 5 to 15 minutes.

The pilot considered that a double magneto failure may have occurred, although it will be some time before he will be able to examine the engine. In this installation, both magnetos are driven by a single drive, from the crankshaft.