

ACCIDENT

Aircraft Type and Registration:	Pegasus Photon, G-MTAL	
No & Type of Engines:	1 Rotax 277 piston engine	
Year of Manufacture:	1986	
Date & Time (UTC):	5 September 2007 at 1012 hrs	
Location:	Davidstow Moor Airfield, Cornwall	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - 1 (Minor)	Passengers - N/A
Nature of Damage:	Damage to wing keel, king post and fuselage pod	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	78 years	
Commander's Flying Experience:	130 hours (of which 0.15 were on type) Last 90 days - 2 hours Last 28 days - 0 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

Just after landing, G-MTAL encountered a gust of wind. The pilot was unable to control the subsequent roll and the aircraft came to rest on the left wing's leading edge.

History of the flight

The pilot was planning his maiden flight in Pegasus Photon, G-MTAL; a single-seat, tricycle landing gear, microlight. Its cross wind limit was a "maximum 8 mph". As it was a single-seat aircraft, another pilot flew a circuit in G-MTAL and confirmed that the weather was suitable for the maiden flight.

The pilot took off in G-MTAL approximately 20 minutes later. Concrete Runway 30 was in use and the surface wind was 315°/3-6 kt. Shortly after getting airborne, the pilot encountered conditions "rougher" than anticipated.

On his first approach to land he elected to go around due to turbulence. During his subsequent approach the conditions were "much better", but after touching down, the aircraft encountered a gust of wind and rolled to the left. The pilot was unable to control the roll and the aircraft rotated about its front and left wheel, before it came to rest on the left wing's leading edge. He received a hand injury that required hospital attention.

Pilot's comments

In an open and frank report the pilot stated that the causes of the accident were his lack of familiarity with the aircraft and the wind conditions. Additionally, he agreed that his lack of flying recency was likely to have been a contributory factor. He added that all his previous flying experience has been in weight-shift microlights.