ACCIDENT

Aircraft Type and Registration:	Pegasus XL-R, G-MTKG
No & Type of Engines:	1 Rotax 447 piston engine
Year of Manufacture:	1987
Date & Time (UTC):	9 February 2009 at 1325 hrs
Location:	Caernarfon Aerodrome, Wales
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Damage to nosewheel forks, wing keel and propeller
Commander's Licence:	National Private Pilot's Licence
Commander's Age:	63 years
Commander's Flying Experience:	89 hours (of which 34 were on type) Last 90 days - 12 hours Last 28 days - 9 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

Synopsis

The flexwing microlight aircraft landed heavily, bounced and rolled onto its side. The pilot was uninjured.

History of the flight

The pilot made an overhead join for a landing on Runway 02, which is 1,080 m long. The surface wind was from 040° at 10 kt and the aircraft was turned onto final at a height of 800 ft approximately ¼ mile from the threshold. The pilot initially commenced a glide approach, but realised that he would not reach the runway and therefore applied some power. During the later stages of the approach he realised that he was being blown off the runway centreline and so commenced a go-around. However, as the aircraft regained the centreline he decided to continue with the landing and reduced the power to continue with the glide approach. The aircraft subsequently landed heavily, bounced and rolled onto its side. The pilot was uninjured and was able to use the aircraft radio to inform the Tower of his condition.

The pilot believes that the accident occurred because he was not stable on the approach and that he should have continued with the go-around. He also informed the AAIB that he intends to take further instruction on crosswind landing techniques.

Comment

The BMAA advised the AAIB that the Pegasus XL-R has limited crosswind capabilities and poor energy

retention. However, the crosswind component at the time of the accident was low, at around 3 kt, and therefore should not have been a problem during the approach and landing. It is likely that in the later stages of the glide approach the airspeed decreased and a high sink rate developed, which resulted in the aircraft landing heavily.