

ACCIDENT

Aircraft Type and Registration:	Pegasus Quik, G-CDML	
No & Type of Engines:	1 Rotax 912ULS piston engine	
Year of Manufacture:	2005	
Date & Time (UTC):	1 November 2008 at 1200 hrs	
Location:	Glas Maol, Glenshee	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Aircraft severely damaged	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	56 years	
Commander's Flying Experience:	300 hours (of which 260 were on type) Last 90 days - 28 hours Last 28 days - 8 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

Whilst flying low over the top of a flat topped, snow-covered mountain the aircraft crossed the wake vortex of another aircraft, which resulted in G-CDML flying into the mountain. Whilst the aircraft was extensively damaged, the soft snow protected the pilot from serious injury.

History of the flight

The pilot regularly flew from the airfield at Perth and was aware of the dangers involved in flying over mountainous terrain. He stated that on the day of the accident the weather conditions were perfect, with snow on the mountains, almost no wind and excellent visibility. He therefore planned a local flight with two other aircraft, one a flex-wing and the other a fixed-wing.

Approximately 40 minutes into the flight the pilots of the three aircraft decided to fly low across the top of Glas Maol, a 3,800 ft snow-covered mountain. G-CDML followed the other flex-wing aircraft and in order to maintain a distance of approximately 40 m between the aircraft the pilot of G-CDML had to fly at a relatively low speed, for this flex-wing type, of 55 kt. He estimates that he was approximately 20 ft above the top of the mountain when he flew into the wake of the aircraft in front of him and described the turbulence as kicking him to the left towards the mountain. Whilst attempting to manoeuvre his aircraft away from the mountain the left wheel dug into the snow, causing the aircraft to cartwheel onto the mountain. Whilst the aircraft was severely damaged, the deep, soft snow protected the pilot from injury. Two

hill walkers who witnessed the accident came to the pilot's assistance and subsequently escorted him off the mountain.

The walkers reported that the aircraft crashed on a plateau on the top of Glas Maol which was covered in a deep layer of soft snow. At the time of the accident there was no wind, little cloud and the visibility was excellent.

Comment

The pilot gave an honest account of the accident and believes that it occurred because he was flying too low, slow and close to the aircraft in front of him. Consequently, when he hit the wake vortex he had insufficient time in which to prevent his aircraft colliding with the mountain.