

ACCIDENT

Aircraft Type and Registration:	Pegasus Quantum 15, G-CDHM	
No & Type of Engines:	1 Rotax 582-48 piston engine	
Year of Manufacture:	2004	
Date & Time (UTC):	27 February 2008 at 1300 hrs	
Location:	Private farm strip, Pentyrch, near Cardiff	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - 1 (Minor)	Passengers - N/A
Nature of Damage:	Damage to wing structure, keel spar and landing gear legs	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	62 years	
Commander's Flying Experience:	258 hours (of which 80 were on type) Last 90 days - 4 hours Last 28 days - 3 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and further enquiries by the AAIB	

Synopsis

The aircraft touched down long and fast on a 300 metre grass farm strip, causing the aircraft to bounce. The pilot applied full power to go around but was unable to clear a 2 metre hedge at the end of the runway. The aircraft's landing gear legs hit the hedge and the aircraft 'flipped' and landed on its left side. The presence of a gusty tailwind contributed to the long and fast landing.

History of the flight

The Pegasus Quantum 15 is a two-seat flex-wing microlight aircraft with a maximum takeoff weight of 409 kg. The pilot departed from Runway 28 at Swansea airport for a flight to a private farm strip, 0.5 miles east of Pentyrch, which was to become the aircraft's new base.

The pilot had landed at this farm strip on two previous occasions and had also carried out a visual inspection on foot – the runway surface was approximately 300 metres long in the direction 07/25. The wind on departure from Swansea was from about 260° but, passing the Port Talbot steelworks during the flight, the pilot noticed from the chimney stacks that the wind appeared to be more easterly. Therefore, on arriving at the farm strip, which was approximately 19 nm east of the steelworks, he decided to land in the direction of 070°.

The pilot reported that the wind was gusty and variable, which made flying the aircraft difficult and he suspected that a tailwind was present during final approach. His

first two approaches resulted in go-arounds. During the third approach he was able to land, but the aircraft touched down fast and over halfway along the length of the available runway. It bounced heavily at touchdown so the pilot added full power to go around, but the aircraft had insufficient speed and had gained insufficient height to clear a 2 metre hedge at the end of the runway. The aircraft's landing gear legs hit the hedge and the aircraft flipped and landed on its left side, resulting in significant damage to the wing structure, keel spar and gear legs.

An eyewitness confirmed that the wind was gusty and variable at the time of the accident.

Pilot's assessment of the cause

The pilot assessed the cause of the accident as his '*failure to address the strength and direction of the wind.*' He also considered that his slow application of power after the bounced landing contributed to the aircraft not clearing the hedge.