

ACCIDENT

Aircraft Type and Registration:	Pegasus Quantum 15, G-MYPY
No & Type of Engines:	1 Rotax 582-48 piston engine
Year of Manufacture:	1994 (Serial no: 6786)
Date & Time (UTC):	28 May 2017 at 1520 hrs
Location:	Friskney, Boston, Lincolnshire
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - 1 (Serious) Passengers - N/A
Nature of Damage:	Extensive damage to airframe and engine
Commander's Licence:	National Private Pilot's Licence
Commander's Age:	57 years
Commander's Flying Experience:	246 hours (of which 246 were on type) Last 90 days - 12 hours Last 28 days - 4 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The pilot was returning to his home airfield at Boston in his flexwing microlight after departing from Skegness. The weather and visibility were good. The pilot reported that when he increased the throttle setting to pick up speed whilst flying straight and level at 2,300 ft, the wing failed above him. This resulted in the aircraft spiralling to the ground.

The pilot stated that he was not performing any additional control inputs at the time. However, further evidence obtained from a number of sources was consistent with the pilot attempting a stall manoeuvre. It was likely that this manoeuvre inadvertently caused the aircraft to enter a 'tumbling' departure from controlled flight, which resulted in characteristic damage to the aircraft and injuries to the pilot. The aircraft was examined by an appropriately qualified third party, who reported that no evidence of a pre-existing failure of the aircraft structure was identified.

Further information on the flight mechanics of flexwing microlight tumbling departures, and how to avoid them, will be published in a future edition of the British Microlight Aircraft Association (BMAA) magazine.