

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Pegasus Quasar IITC, G-MYJT	
<b>No &amp; Type of Engines:</b>	1 Rotax 582-40 piston engine	
<b>Year of Manufacture:</b>	1993 (Serial no: 6582)	
<b>Date &amp; Time (UTC):</b>	27 August 2019 at 1950 hrs	
<b>Location:</b>	Brindle, Lancashire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - 1 (Minor)	Passengers - N/A
<b>Nature of Damage:</b>	Destroyed	
<b>Commander's Licence:</b>	National Private Pilot's Licence (Microlight)	
<b>Commander's Age:</b>	62 years	
<b>Commander's Flying Experience:</b>	349 hours (of which 229 were on type) Last 90 days - 6 hours Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and additional enquiries	

## Synopsis

The aircraft collided with power lines and was destroyed during a precautionary landing at dusk. The pilot departed with little contingency time before night fell and was delayed by navigation difficulty.

## History of the flight

The pilot departed Kenyon Hall Farm airstrip at 1730 hrs and arrived at Rossall Field Airfield at 1800 hrs. The conditions were hazy, but he could see the ground and navigate using a chart. After a brief visit, he departed shortly before 1900 hrs, though he could not recall the exact time. Sunset was at 1859 hrs.

During the return flight, the pilot reported that the haze was worse and he realised he was significantly off track to the east. He turned west towards Winter Hill which was a significant feature that he could still see. He reported that as he flew over the hill, the ground was covered in a carpet of haze that obscured most ground features. He tried to find the track back to Kenyon Hall Farm but was unsuccessful. He attempted to descend below the haze, but it seemed to extend to the ground with visibility ranging from several hundred metres up to approximately 4 km. The light levels were also reducing.

The aircraft was not equipped with a radio that would have been capable of contacting anyone for assistance. Flying low, he passed a radio mast that he had not seen and began

to panic. He decided his only option was to land in a field but in his emotional state he struggled to choose one. Eventually he settled on a field but, due to the low light levels, did not see power lines across the approach. According to the electricity provider, the aircraft struck the power lines at 1950 hrs. The aircraft struck the ground and was destroyed. The pilot was injured but he was able to escape from the aircraft.

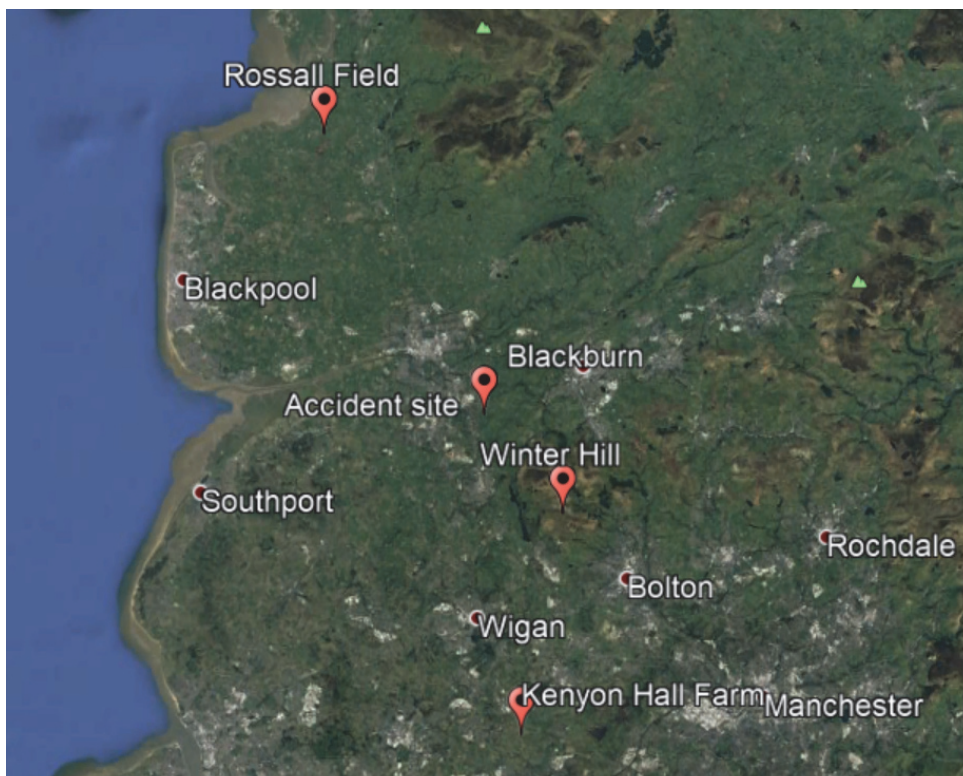
### Meteorology

The pilot's method for checking the visibility prior to flying was to judge whether he could see the horizon from the ground. He used a proprietary internet resource for wind and cloud base forecasts prior to the flight. He reported there was nothing to concern him and he expected the return flight to take approximately the same time as the outbound flight.

The Met Office indicated that there were generally fine conditions with good visibility and that any cloud had relatively high-level bases. The wind was south to south-westerly at 5 to 10 kt.

Another pilot flying from Rossall that evening around the time G-MYJT departed reported that the cloud base was lowering, and the visibility was degrading to the south of Rossall at around 1900 hrs.

### Accident site



**Figure 1**

Map showing departure and destination airfields, Winter Hill and the location of the accident site

## Analysis

The pilot departed with little contingency time before night fell and in difficult conditions for navigation. There was nothing in the weather forecast to cause concern but his experience on the outbound flight was an indication that navigation might be difficult on the return flight. The pilot had the option to change his plans and postpone the return flight but decided to continue. He could not recall his exact departure time from Rossall Field. He may not have realised how long he had spent there or anticipated the effect of the weather on his ability to navigate and the light conditions.

The pilot expected that the return journey would take approximately 30 minutes, the same amount of time as the outbound flight. If the flight had gone to plan, he would have landed at Kenyon Hall Farm before the end of civil twilight. The problems with navigation delayed him to the point where it was dark. In this circumstance he had no safe option remaining and decided to perform an emergency landing rather than continue. It is likely that this decision gave the greatest chance of avoiding an accident, but he was unable to see the power lines and could not prevent the collision.

## Conclusion

The accident occurred because the pilot departed too late in the day and was delayed by navigational difficulty until it was dark. He decided to perform an emergency landing, but it was too dark to see and avoid power lines on the approach to his chosen field.



**Figure 2**  
G-MYJT after the accident