

ACCIDENT

Aircraft Type and Registration:	Pegasus Quantum 15, G-MYPX	
No & Type of Engines:	1 Rotax 582-40 piston engine	
Year of Manufacture:	1994 (Serial no: 6785)	
Date & Time (UTC):	26 September 2018 at 1750 hrs	
Location:	Halwell Airstrip, Devon	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Bent nosewheel, cracked pod, port washout tube broken, wing keel tube fractured at king post, bent wing spars	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	63 years	
Commander's Flying Experience:	372 hours (of which 105 were on type) Last 90 days - 8 hours Last 28 days - 6 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The Pegasus Quantum 15 microlight, G-MYPX, suffered damage on landing after encountering turbulence, which the pilot attributed to the wake from another microlight which had landed ahead.

History of the flight

The pilot of G-MYPX was flying a Pegasus Quantum 15 microlight and was returning from the northwest to land on Runway 09 at Halwell airstrip, a private farm grass-strip. The weather at the time of the accident was reported by the pilot as calm with visibility in excess of 10 km.

While on base leg, at about 800 ft, the pilot of G-MYPX saw another microlight ahead, which he estimated to be about 300 - 400 ft below and was making an approach to the same runway. (This microlight, G-CGHZ, a P&M QuikR, was making a precautionary approach due to suspected engine trouble. Its pilot had made a blind transmission¹ on the frequency used by the airfield but had received no response. The pilot of G-MYPX did not hear this

Footnote

¹ Blind Transmission - a transmission from one station to another station in circumstances where two-way communication cannot be established but where it is believed that the called station is able to receive the transmission (ICAO).

blind transmission because he was not using the radio; he had previously encountered transmission issues, although reception was unaffected.)

The pilot estimated that he began to flare G-MYPX about 30 seconds after G-CGHZ had landed, by which time the latter had reached the end of the runway. At this point the pilot believed that he encountered turbulence which resulted in the left wing-tip and left rear-wheel touching the ground. Ground markings indicated that G-MYPX became airborne again before landing once more and slewing 90° left, coming to a stop on the right wing's leading edge with the trike turned on its right-hand side and its engine still running.



Figure 1

G-MYPX suffered damage including a bent nosewheel, a cracked pod on the trike, and a broken port washout tube. The wing keel tube fractured at the point where the kingpost attaches to the wing. The wing spars were also subsequently discovered to be damaged. The pilot was unhurt.

Conclusion

The pilot of G-MYPX attributed the turbulence encountered to the wake of the microlight landing ahead and commented that in future he would leave greater spacing from aircraft landing ahead.