
ACCIDENT

Aircraft Type and Registration:	Gemini Flash II, G-MNWI	
No & Type of Engines:	1 Rotax 503 piston engine	
Year of Manufacture:	1986	
Date & Time (UTC):	26 June 2009 at 1930 hrs	
Location:	Ardgowan Airfield, Inverkip, Ayrshire, Scotland	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to propeller and wing	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	63 years	
Commander's Flying Experience:	57 hours (of which 33 were on type) Last 90 days - 5 hours Last 28 days - 3 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The pilot carried out a cross-runway landing to minimise the effect of a crosswind from the right. After a normal touchdown the pilot turned left to vacate the runway, at which point a strong gust of wind from the right lifted the right wing tip and tipped the aircraft onto its left side.

History of the flight

The Gemini Flash II is a two-seat flex-wing microlight aircraft. The pilot had departed from the grass Runway 02 at Ardgowan Airfield at about 1730 hrs when the wind was from 040° to 060°, at 8 kt gusting to 12 kt. After about an hour's local flight he returned to Ardgowan to assess the wind conditions. While

approaching the airfield from the south he encountered turbulence and sink just short of the southern end of the airfield. While overflying the airfield he noticed that the windsock was indicating about a 30° to 40° crosswind from the right. He then completed a left-hand circuit and approached along the left-hand side of the runway in order to carry out an into-wind cross-runway landing. The aircraft touched down normally and the pilot tracked into wind, towards the right-hand edge of the runway. Once slowed to a fast taxi he turned left, at which point the aircraft was struck by a strong gust of wind from the right which lifted the right wing. The pilot tried to counter the wing lift but was unable to prevent the left wing tip hitting the ground.

The aircraft tipped over onto its left side and the wings folded. The propeller was also damaged when it hit the ground. The pilot and his passenger were able to release their seatbelts normally and exit the aircraft unassisted.

an 8 knot (10 mph) maximum. No special techniques are required, but be ready to correct steering direction on touch down, and to prevent the upwind wing from rising.'

The pilot reported that wind measurements taken after the accident indicated that the wind was from 040° at 10 kt with gusts up to 20 kt and veering by 80° to 120°.

Crosswind limitations

The pilot's manual for the aircraft type stated the following regarding crosswind takeoff and landings:

'Cross winds to 15 knots (17 mph) have been demonstrated, but we would recommend

Pilot's assessment of the cause

The pilot stated that it was unusual for the wind conditions at the airfield to change so significantly during a one hour period late in the day. With the benefit of hindsight he stated that he should have stopped while still facing into wind and then requested assistance in moving the aircraft.