

ACCIDENT

Aircraft Type and Registration:	Pegasus Quantum 15, G-MYNT	
No & Type of Engines:	1 Rotax 582-40 piston engine	
Year of Manufacture:	1994 (Serial no: 6693)	
Date & Time (UTC):	20 April 2013 at 1530 hrs	
Location:	Clench Common Airfield, Wiltshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to wing, light damage to pod and propeller	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	60 years	
Commander's Flying Experience:	170 hours (of which all were on type) Last 90 days - 1 hour Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The pilot lost directional control following a bounced landing. The weather conditions, final approach path and lack of recent flying practice probably contributed to the accident.

History of the flight

The aircraft had just passed its annual Permit to Fly inspection and the pilot planned to fly it from his home base to Clench Common Airfield, where he had arranged for its annual check flight to be carried out. The pilot had not flown for about five months, so planned for two takeoffs and landings at his home base before undertaking the transit flight. The weather was generally fine with a light northerly wind, although thermal activity gave rise to some turbulence, causing

the pilot to delay his flight to later in the day in the hope of finding smoother conditions.

On arrival overhead Clench Common, the pilot waited for other microlights taking off to clear the area before joining the circuit. The final approach path to grass Runway 15 was relatively short due to the proximity of local airspace restrictions and the air was still turbulent, causing the pilot some difficulty controlling the aircraft.

The aircraft bounced on landing and, once it settled on the runway, the pilot lost directional control. He commenced braking, and the aircraft slowed, but skidded and veered to the left, coming to rest on its left

wing. The pilot, who was uninjured, vacated the pod, which had sustained only minor cosmetic damage. The majority of damage had occurred to the wing.

but had felt some pressure to make the flight to Clench Common. He viewed his decision to fly as a major factor in the accident.

The pilot reported that he had doubts about the advisability of flying on the day in question, given his lack of recent experience and the turbulent conditions,