



# Air Accident Investigation Unit Ireland

**FACTUAL REPORT  
ACCIDENT TO  
Pegasus Quantum 15-912, EI-ERE  
Mullingar Airfield, Co. Westmeath  
6 November 2011**



**An Roinn Iompair  
Turasóireachta agus Spóirt**

Department of Transport,  
Tourism and Sport

## FINAL REPORT

AAIU Report No: 2012-021  
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In accordance with Annex 13 to the International Civil Aviation Organisation, Regulation (EU) No. 996/2010 and the provisions of SI 460 of 2009, the Chief Inspector of Air Accidents, on 6 November 2011, appointed Mr. Leo Murray as the Investigator-in-Charge to carry out an Investigation into this Accident and prepare a Report. The sole purpose of this Investigation is the prevention of aviation Accidents and Incidents. It is not the purpose of the Investigation to apportion blame or liability.

<b>Aircraft Type and Registration:</b>	Pegasus Quantum 15-912, EI-ERE
<b>No. and Type of Engines:</b>	1 x Rotax 912-UL
<b>Aircraft Serial Number:</b>	7909
<b>Year of Manufacture:</b>	2002
<b>Date and Time (UTC):</b>	6 November 2011 @ 13.15 hrs
<b>Location:</b>	Mullingar Airfield, Co. Westmeath
<b>Type of Operation:</b>	Private
<b>Persons on Board:</b>	Crew - 1
<b>Injuries:</b>	Crew - Serious
<b>Nature of Damage:</b>	Substantial
<b>Commander's Licence:</b>	National Private Pilot Licence (Microlight)
<b>Commander's Details:</b>	Male, aged 41 years
<b>Commander's Flying Experience:</b>	10 hours (as of August 2009)
<b>Notification Source:</b>	Colleague of Injured Pilot
<b>Information Source:</b>	AAIU Field Investigation

**SYNOPSIS**

The microlight aircraft was attempting to land at Mullingar Airfield which was waterlogged at the time. Following touchdown deep into the very short runway, braking action was poor due to the wet surface. The Pilot applied power to go-around but the aircraft came into contact with wire fencing at the departure end of the runway. The aircraft impacted heavily in a ditch a few metres beyond the runway's end. The Pilot was seriously injured in the impact.



## 1. FACTUAL INFORMATION

### 1.1 History of the Flight

The aircraft took off from a site at Kilmurry, Co. Kildare and flew to Mullingar with the intention of landing at the airfield. The approach and landing was witnessed by two members of the Mullingar Model Flying Club who were flying radio controlled aircraft at the time. The airfield was very wet, with a light crosswind. The aircraft was observed to land far down the runway, as the normal touchdown area was waterlogged. When the Investigation examined the runway it found evidence of hard braking with deep ruts left in the grass by the main wheels approximately half way along the landing run. The witnesses said that the Pilot applied power to abort the landing and commence a go-around but as the right main landing gear caught the top of a wire fence, control was lost and the aircraft impacted heavily on the side of a steep ditch beyond the runway's end. The two witnesses quickly ran to the assistance of the Pilot who was brought to Mullingar hospital with serious injuries.



**Photo No. 1:** Final resting position of aircraft. Note ladder bottom left.

### 1.2 The Landing Site

The intended landing site, Mullingar Airfield, is a private unlicensed strip used primarily for model aircraft flying. A grass runway (RWY) is orientated RWY 11/29 and is 110 metres in length. At the RWY 29 threshold there is a deep drainage ditch with an 8 ft drop from the runway end. The RWY 11 end has a similar ditch, but is separated from the runway end by the local access road. A wire fence consisting of two single wires hung on wooden posts is beside this road. Flight Guide Ireland warns of extreme danger when using the airfield due to the deep ditches at either end of the runway. It specifically states that visitors are welcome at their own risk. The site is regularly used by aircraft.

## FINAL REPORT

### 1.3 Aircraft Information

The microlight aircraft was substantially damaged. The keel beam, sternpost, rudder bar, right undercarriage drag brace and propeller blades were damaged. The Flight Permit for EI-ERE was valid until 27 June 2012.

### 1.4 Licensing Information

The Pilot was the holder of a National Private Pilot Licence (Microlight), issued on 20 October 2004. A Rating for Weightshift/Flexwing was issued on 19 April 2009 by the Irish Aviation Authority (IAA) and valid to the 18 April 2011. The Rating was not valid at the time of the accident.

The Investigation found no evidence of a valid Medical Certificate being in place at the time of the accident.

The only record of the Pilot's flying experience was obtained from the IAA. This indicated that he had a total time of 10 hours in August 2009, the date of his last medical.

## 2. **AAIU COMMENT**

3

Conditions on the day were not conducive to safe aircraft operations due to the wet and waterlogged runway surface. The intended landing site is very restricted with only a very short landing run available.

Pilots intending to operate into this site would be well advised to inspect the strip prior to flight, to note the hazards present in the event of an overrun in either landing or take-off direction. The presence of the wire fence was not noted by the airfield owner as a hazard as aircraft usually clear it, whether landing or taking off, by a good margin. The Investigator-in-Charge suggested to the airfield owner that he take steps to remove the wooden posts and remaining wire fence at the end of the runway.

- END -

In accordance with Annex 13 to the International Civil Aviation Organisation Convention, Regulation (EU) No 996/2010, and Statutory Instrument No. 460 of 2009, Air Navigation (Notification and Investigation of Accidents, Serious Incidents and Incidents) Regulation, 2009, the sole purpose of these investigations is to prevent aviation accidents and serious incidents.

It is not the purpose of any such accident investigation and the associated investigation report to apportion blame or liability.

A safety recommendation shall in no case create a presumption of blame or liability for an occurrence.

Produced by the Air Accident Investigation Unit

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