

AAIB Bulletin No: 11/94

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Category: 1.3

**Aircraft Type and Registration:** Monnett Sonerai 1, G-BJBM

**No & Type of Engines:** 1 Volkswagen 2074 (Burden) piston engine

**Year of Manufacture:** 1983

**Date & Time (UTC):** 27 August 1994 at 1808 hrs

**Location:** Southend Airport, Essex

**Type of Flight:** Private

**Persons on Board:** Crew - 1 Passengers - None

**Injuries:** Crew - None Passengers - N/A

**Nature of Damage:** Substantial to landing gear and propeller

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 42 years

**Commander's Flying Experience:** 117 hours (of which 0 hours were on type)  
Last 90 days - 10 hours  
Last 28 days - 2 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The pilot's total previous flying experience was on aircraft with tricycle landing gear. Having purchased G-BJBM, which is a single seat aircraft with a tailwheel type landing gear, the pilot attempted to arrange some training on the two seat version of the Sonerai but without success. He therefore undertook 14 hours of training on Jodel and Cub aircraft in order to prepare himself for piloting the Sonerai. On the day of the accident, the weather was fine with a surface wind of 290°/10 kt. Prior to flight, the pilot had taxied the aircraft to familiarise himself with the three-point landing attitude but had not sat in the aircraft with the tail raised to familiarise himself with the take-off attitude. During the takeoff on Runway 24, the aircraft became airborne earlier and at a lower airspeed than the pilot expected. He lowered the nose and closed the throttle before landing heavily on the grass adjacent to the runway. The pilot attributes the cause of the accident to his lack of familiarity with the correct take-off attitude leading to the aircraft becoming airborne at too high an angle of attack.