

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Team Minimax 91A, G-BXSU	
<b>No &amp; Type of Engines:</b>	1 Rotax 503 piston engine	
<b>Year of Manufacture:</b>	1998	
<b>Date &amp; Time (UTC):</b>	21 September 2010 at 1030 hrs	
<b>Location:</b>	Long Lane Farm, Chesterfield, Derbyshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Propeller damaged, landing gear collapsed, wing struts and linkages distorted	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	44 years	
<b>Commander's Flying Experience:</b>	3,880 hours (of which n/k were on type) Last 90 days - 37 Last 28 days - 20	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot made a local flight before returning to land. He reported that, during the final stages of the approach, the airspeed was allowed to reduce below the normal approach speed. Engine power was reduced for landing, and a combination of low airspeed and reducing elevator authority meant that he was unable to arrest the aircraft's rate of descent. It landed heavily, with

the landing gear collapsing and the propeller striking the ground before the aircraft came to a stop. The wing struts were also damaged. The pilot was uninjured and exited the aircraft without assistance. He considered that the cause of the accident was a lack of speed control and power during the flare.