

ACCIDENT

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| Aircraft Type and Registration: | Team Minimax 91A, G-BXCD | |
| No & Type of Engines: | 1 Rotax 503 piston engine | |
| Year of Manufacture: | 1998 | |
| Date & Time (UTC): | 12 December 2009 at 1430 hrs | |
| Location: | Field near Ellerholme, Cumbria | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - None |
| Injuries: | Crew - 1 (Minor) | Passengers - N/A |
| Nature of Damage: | Right wing and forward fuselage destroyed | |
| Commander's Licence: | National Private Pilot's Licence | |
| Commander's Age: | 34 years | |
| Commander's Flying Experience: | 53 hours (of which 16 were on type) Last 90 days - 3 hours Last 28 days - 0 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

After a prolonged engine warm-up period, the pilot completed his pre-takeoff checks and began the takeoff run. The aircraft was pointed towards the sun that was low on the horizon, the pilot was unable to see the aircraft instruments clearly. He rotated the aircraft at the 'normal' point on the runway but it failed to climb, yawed to the right and ended up 90° to the runway heading. The aircraft then stalled at low level, coming to rest in an adjacent field. The pilot sustained minor abrasions and was able to leave the aircraft unaided. Several witness subsequently told the pilot that that the engine appeared to have been running roughly, but he had been unaware

of this during the takeoff run. The weather conditions at the time of the accident were found to be conducive to serious carburettor icing at low engine power settings.

The pilot attributed the accident to inexperience, which resulted in the takeoff being continued when he could not clearly see the instrumentation, rotating the aircraft based on its position on the runway rather than at the correct airspeed, and a lack of anticipation of the possibility of carburettor icing occurring prior to taking off.