

ACCIDENT

Aircraft Type and Registration:	Team Minimax, G-MYRG	
No & Type of Engines:	1 Rotax 447 piston engine	
Year of Manufacture:	1998 (Serial no: PFA 186-11891)	
Date & Time (UTC):	1 March 2014 at 1440 hrs	
Location:	Easterton Airfield, Elgin, Moray, Scotland	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to tyres, wheel rims, engine cowling, propeller and brake attachments	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	66 years	
Commander's Flying Experience:	406 hours (of which 35 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 aircraft was being flown by one of its new owners. This was the first flight since a damaged elevator had been repaired. Upon becoming airborne, the pilot felt that the stick forces in pitch were abnormal and returned to the airfield for a landing. The subsequent touchdown was very heavy and the aircraft was damaged. It was found that the fixed elevator trim tab, which had been removed as part of the repair, had been refitted upside down.

History of the flight

The aircraft was being flown for the first time by one of its new owners. The ground roll had been normal but the pilot found that it required an unexpectedly large amount of back pressure on the control column to rotate the aircraft and lift off. As he climbed away at about 60 mph, he had to maintain significant back pressure. On levelling out, he described the aircraft as "possible to fly with one hand but more comfortable with two" and it was difficult to achieve well-balanced turns.

After 15 minutes flight in the vicinity of the airfield to get used to handling the aircraft, the pilot radioed the airfield and advised them that he was downwind to land and that they could expect a "very bad landing" as he was having elevator trouble. Setting up for an extended final approach at 60 mph, he found that it was difficult to control airspeed and believes he

may have been fast when he flared prior to touchdown. This, coupled with the abnormal stick forces, meant that the aircraft landed very heavily.

It was subsequently found that the fixed trim tab on the elevator had been fitted upside down. After the aircraft had been collected on a trailer by the new owners, the elevator had been damaged in transit and a repair had been carried out which required removal of the tab. Upon completion of the repair, the tab had been refitted incorrectly as could clearly be seen from photographs taken prior to the repair. The tab should have had a noticeable downward deflection but instead had an upwards bend.

The Light Aircraft Association advise that they intend to highlight this occurrence in a forthcoming edition of their magazine *Light Aviation*.