

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):	6 December 2014 at 1055 hrs	
Location:	Northrepps Airfield, Norfolk	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Minor damage to rudder and windscreen broken	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	56 years	
Commander's Flying Experience:	1,616 hours (of which 4 were on type) Last 90 days - 32 hours Last 28 days - 6 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Whilst overhead Northrepps Airfield after a local flight, the engine suddenly stopped. The pilot states that he misjudged the glide performance of the aircraft with a stationary propeller and, in attempting to land on the runway, feared he would not be able to clear some power lines which ran across the approach. He therefore force-landed the aircraft in a field of sugar beet but, as soon as a bar which stretched between the two landing gear wheels entered the crop, the aircraft flipped inverted. The pilot was uninjured but required the help of members of the local flying club to right the aircraft before he could evacuate from it.

The cause of the engine stopping was found to be a lack of fuel which manifested itself when the aircraft attitude changed. The pilot admits that unfamiliarity with the aircraft type and its fuel consumption combined with overestimating its glide performance with a stationary propeller by about 300 feet per minute were the main causal factors in the accident.