

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Team Minimax 91, G-MYBM	
<b>No &amp; Type of Engines:</b>	1 Hummel 1/2 VW 45 HP piston engine	
<b>Year of Manufacture:</b>	1992 (Serial no: PFA 186-12212)	
<b>Date &amp; Time (UTC):</b>	3 August 2018 at 1433 hrs	
<b>Location:</b>	Manchester Barton Airport	
<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>	Top longerons cracked	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	71 years	
<b>Commander's Flying Experience:</b>	430 hours (of which 0 were on type) Last 90 days - 0 hours Last 28 days - 0 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

When the pilot set idle power during the flare, the aircraft descended more quickly than he expected and landed heavily, damaging the top longerons. This was the pilot's first flight in this aircraft.

**History of the flight**

Whilst landing on Runway 26L, the pilot selected idle power during the flare and the aircraft landed heavily. Subsequent inspection revealed the top longerons were cracked. The pilot commented that he was surprised at how quickly the aircraft descended when the power was removed. Before the flight, the pilot had studied the pilots' notes for the aircraft but did not recall this characteristic being mentioned.

**Pilot's recent experience**

This was the pilot's first flight since completing tailwheel aircraft differences training in April 2018. It was also his first flight in this type of aircraft. His previous flying experience had been in mainly in Slingsby T67 and Piper PA-28 aircraft.

**AAIB comment**

Small, light aircraft can have different handling characteristics to traditional and generally larger, factory-built general aviation aircraft. Particularly relevant in this case are the

higher drag and lower inertia, which led to the high descent rate when the power was removed.

The LAA has identified that the transition on to a new type carries a higher risk of an accident than initial test flying. To help mitigate this risk it has published useful information in two articles in its monthly members magazine '*Light Aviation*'. The first article appeared in the September 2018 issue. In addition to offering advice and guidance on the topic in these articles, it recommends the LAA Pilot Coaching Scheme which can assist members converting to a new type. Details of the scheme can be found on the LAA website<sup>1</sup>.

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**Footnote**

<sup>1</sup> <http://www.lightaircraftassociation.co.uk/PCS/pcs.html> [accessed October 2018].