

Accident

Aircraft Type and Registration:	MW6-1-1, G-MNMW
No & Type of Engines:	1 Rotax 582 piston engine
Year of Manufacture:	1986 (Serial no: PFA 164-11144)
Date & Time (UTC):	29 August 2025 at 1400 hrs
Location:	Otherton Airfield, Staffordshire
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Significant damage to fuselage and right wing tip
Commander's Licence:	National Private Pilot's Licence
Commander's Age:	72 years
Commander's Flying Experience:	1,970 hours (of which 154 were on type) Last 90 days - 4 hours Last 28 days - 10 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

Synopsis

During the circuit after a short local flight and return to Otherton Airfield, the pilot lined up on Runway 29 rather than Runway 25 as he had planned. Whilst altering his approach he became distracted by the presence of a 'No Fly Zone' near the airfield. As he manoeuvred, the airspeed decayed and the aircraft sank excessively and then struck the ground at the end of the runway. The aircraft fuselage and wing tip sustained damage as a result.

History of the flight

The pilot took off for a short local flight from Otherton Airfield which he completed without incident. On return to the airfield, he joined downwind for a left-hand circuit to Runway 25. As he continued the circuit, he realised that he had lined up on Runway 29 instead of Runway 25 so altered his approach accordingly. During this manoeuvre, the airspeed decayed and the aircraft sank excessively and struck a slightly raised area of ground between a ploughed field and the runway. The aircraft travelled a short distance and came to an abrupt stop. The pilot was uninjured and the aircraft sustained significant damage to its fuselage and wing tip.

Pilot's analysis

The pilot considered that there were two specific causal factors to this accident. When he realised that he had inadvertently lined up on Runway 29 he immediately altered

his flight path to line up on Runway 25. However, he then became “preoccupied” with the designated ‘No Fly Zone’ alongside the airfield which was 180 m to the North of the Runway 25 threshold. This preoccupation was a distraction and this type of microlight, with a MTOW less than 400 kg and therefore high drag and low inertia, the airspeed rapidly decayed causing the excessive sink rate described by the pilot.

With hindsight the pilot felt that he should not have worried too much about the no fly zone and initiated a go-around.

AAIB observation

The pilot also informed the AAIB that he had flown numerous heavier piston and jet fixed wing aircraft. However, although he was familiar with this type of aircraft, he had not flown one for approximately 25 years. This accident shows that a lack of recency on an aircraft, when coupled with a seemingly unrelated distraction, can occasionally lead to an adverse event which fortunately in this case was not serious.