

ACCIDENT

Aircraft Type and Registration:	Yates JS MW6 (Modified) Merlin, G-MVTD	
No & Type of Engines:	1 Rotax 503 piston engine	
Year of Manufacture:	1992	
Date & Time (UTC):	15 April 2012 at 1600 hrs	
Location:	Otherton Airfield, Staffordshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Front wheel and front forks	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	64 years	
Commander's Flying Experience:	N/K hours (of which 13 hours were on type) Last 90 days - 13 hours Last 28 days - N/K hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and subsequent AAIB enquiries	

Synopsis

The microlight aircraft was on a check flight for the Permit to Fly revalidation. After takeoff the engine lost power and the pilot carried out a forced landing. The aircraft landed in a field, just short of the Runway 34 threshold at Otherton Airfield. There were no injuries but the aircraft sustained damage to the nosewheel.

History of the flight

The aircraft was on a check flight for the purposes of revalidating the Permit to Fly. While climbing through 700 ft after takeoff, the engine lost power and the pilot carried out a forced landing. The aircraft landed in a field, just short of the Runway 34 threshold at Otherton Airfield. There were no injuries, but the aircraft

sustained damage to the nosewheel. The aircraft had been in storage for several years although the engine had been recently overhauled. An engineering inspection had been performed by an LAA Inspector as part of the Permit to Fly revalidation.

Immediately prior to the incident, the pilot had performed "bunny hops" on the runway, followed by a twenty-five minute flight and a further takeoff and landing. The engine performed normally throughout.

Subsequent examination of the aircraft revealed that a fuel strainer, normally attached to the outlet at the bottom of the fuel tank, was loose in the tank and was also clogged with a "tar-like" substance. The pilot

considered that the aircraft may have been stored with fuel in the fibreglass tank, leading to degradation of the tank material, blockage of the strainer and subsequent fuel starvation. He considered that the fuel strainer may have come loose during removal of the tank.