

# Rans S10, G-BUGH

AAIB Bulletin No: 6/2000

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Category: 1.3

<b>Aircraft Type and Registration:</b>	Rans S10, G-BUGH
<b>No &amp; Type of Engines:</b>	1 Rotax 582 piston engine
<b>Year of Manufacture:</b>	1993
<b>Date &amp; Time (UTC):</b>	31 July 1999 at 1030 hrs
<b>Location:</b>	Near Fordingbridge, Hampshire
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew 1 - Passengers - None
<b>Injuries:</b>	Crew Minor - Passengers N/A
<b>Nature of Damage:</b>	Landing gear collapsed, engine fire wall pushed back, fuselage distortion around landing gear mounts
<b>Commander's Licence:</b>	Private Pilots Licence with Night Rating
<b>Commander's Age:</b>	44 years
<b>Commander's Flying Experience:</b>	911 hours (of which 9 were on type) Last 90 days - 11 hours  Last 28 days - 10 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

During a flight from Romsey to Henstridge the pilot, smelt burning but it did not smell like a hot engine. The EGT indication was normal. The water temperature indication then dropped to below normal and seconds later the engine stopped. It was a warm, sunny day and consequently the local heath area and roads were busy so the pilot selected a small field for a forced landing. As the aircraft passed over the hedge he attempted to raise the nose for an uphill landing but the left wing dropped. During the heavy landing which ensued the landing gear and fuselage damage occurred.

After landing it was discovered that the engine cooling fluid had been lost. The pilot reported checking the fluid level before flight and then running the engine for some time before take off. It was a particularly warm day with surface temperatures of 31°C. There was no obvious leak found on external inspection of the engine, but the pipe linking the cooling system with the expansion tank had become slightly porous. The engine has not been stripped to date but if, during subsequent work, a significant leak is identified it will be reported in an addendum published with a later volume of AAIB Bulletins.

The pilot did make the observation that with his cockpit configuration the magneto switches, mounted on the right side of the instrument panel, could not be reached by a pilot wearing his shoulder harness. He had to slip out of his shoulder straps in order to turn the magnetos off; something which is clearly undesirable when preparing for a forced landing.