

MW6-S (Modified), G-MYSN

AAIB Bulletin No:	Ref: EW/G2002/03/14	Category: 1.4
7/2002		
Aircraft Type and Registration:	MW6-S (Modified), G-MYSN	
No & Type of Engines:	1 Rotax 532 piston engine	
Year of Manufacture:	1995	
Date & Time (UTC):	16 March 2002 at 1318 hrs	
Location:	Woodstreet near Swanley, Kent	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - 1 (Serious)	Passengers - 1 (Serious)
Nature of Damage:	Aircraft destroyed	
Commander's Licence:	Private Pilot's Licence (Microlight Aeroplanes)	
Commander's Age:	37 years	
Commander's Flying Experience:	203 hours (of which 19 were on type)	
	Last 90 days - 19 hours	
	Last 28 days - 14 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot and a friend, who had flown together on many occasions, had intended to fly in the local area. Having rigged the aircraft and completed the pre-flight inspection, the pilot carried out a normal start and taxied to the take-off end of Runway 22, a private grass strip. The grass runway runs alongside and parallel to the M25 Motorway, which is to the left (south) of Runway 22. The pilot described the weather for the flight as good, with a surface wind generally from 180° at 15 kt with occasional gusts from 090°.

The pre take-off checks were completed and the pilot selected take-off power. The aircraft accelerated normally along the runway and lifted off at approximately 50 kt accelerating to 60 kt for the climb. At a height of about 100 feet the visual indications were that the aircraft had stopped climbing and had started to descend. A very quick scan of the engine and flight instruments indicated that the aircraft was still climbing and the engine was developing full power. Knowing that there was a slight crosswind from the left, which was gusting, the pilot yawed the aircraft's nose to the left, into wind, in order to try and reduce the rate of descent.

It instantly became apparent to the pilot that he would be unable to clear the motorway and so he made a steep turn to the right in an attempt to 'turn back' and land on Runway 04. He was concerned that the ASI (Air Speed Indicator) was not reading correctly and lowered the aircraft's nose, intending to gain sufficient air speed to allow him to clear the farm buildings to the right of the runway threshold, level the wings and flare the aircraft prior to touch down. Having turned through about 180° the pilot attempted to pull out of the dive but the aircraft struck the ground heavily beside the farm buildings and in a steep nose-down attitude. Both occupants were wearing four point harnesses that withstood the impact.

The pilot concluded that his initial loss of climb rate was probably due to the gusting wind and associated turbulence causing a downdraft. When faced with the problem of being unable to clear the motorway, his reaction to attempt the 'turn back' manoeuvre appeared the only option. In his efforts to maintain a safe margin of speed, his dive had effectively been downwind resulting in a higher than expected rate of descent and an apparently reduced response to his attempt to pull out of the dive.