

# **Rans S6-ESD, G-MYSP, 9 June 1996**

**AAIB Bulletin No: 8/96 Ref: EW/G96/06/10 Category: 1.3**

**Aircraft Type and Registration:** Rans S6-ESD, G-MYSP

**No & Type of Engines:** 1 Rotax 503 piston engine

**Year of Manufacture:** 1992

**Date & Time (UTC):** 9 June 1996 at 1933 hrs

**Location:** Old Dalby Airfield, Melton Mowbray

**Type of Flight:** Private

**Persons on Board:** Crew - 1 Passengers - 1

**Injuries:** Crew - None Passengers - None

**Nature of Damage:** Propeller damaged and engine shock loaded. Damage to wing struts and one wing spar

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 65 years

**Commander's Flying Experience:** 470 hours (of which 10 were on type)

Last 90 days -23 hours

Last 28 days -11 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

After an uneventful flight from Sittle Farm near Lichfield to Skegness Airfield, the pilot refuelled GMYSP to full for the return journey. After approximately 1 hour 25 minutes on this return flight, the pilot became concerned about his low groundspeed and assessed that his remaining fuel would be insufficient to reach his destination. By now, he was in the area of Melton Mowbray and was not certain how much fuel was available. On G-MYSP, the fuel contents are indicated on a sight glass located in the cockpit and the tube has become discoloured with age making it difficult to read accurately.

The pilot was familiar with the local area and decided to land at Old Dalby. This is a disused airfield with a concrete runway, orientated 330°/150°; the eastern side of the runway was clear but the western edge had an adjoining fence of concrete posts and wire. For his landing, the pilot assessed that the surface wind was light but favoured a landing on Runway 33, albeit with a slight cross-wind.

His initial approach was high and he used side-slip to regain his desired glide path. However, just before touch-down, the left wing lifted and the aircraft landed right main gear first. Once on the runway, G-MYSP started to ground loop to the left which the pilot tried to correct, initially with rudder and then with power. Neither had any apparent effect and G-MYSP collided with two concrete poles at the side of the runway. After vacating his aircraft, the pilot checked the wind and assessed the surface wind as 10 to 12 kt from the east; this would result in a slight tail wind component. He considered that the accident was caused by his incorrect assessment of the wind, compounded by his inexperience on type. On the subsequent recovery, the aircraft was found to contain very little fuel.