

ACCIDENT

Aircraft Type and Registration:	Rans S6-ESA, G-BSUT	
No & type of Engines:	1 Rotax 582 piston engine	
Year of Manufacture:	1990	
Date & Time (UTC):	7 August 2006 at 1552 hrs	
Location:	Near Woolston Moss, Cheshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to propeller, cowlings, nose landing gear, main landing gear, cockpit cage, engine bearers, gearbox and fuselage skin	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	49 years	
Commander's Flying Experience:	402 hours (of which 123 were on type) Last 90 days - 32 hours Last 28 days - 10 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft was damaged during a precautionary landing, following a loss of engine power.

History of the flight

The aircraft had departed from a farm strip near Nantwich, heading for Barton Aerodrome, Manchester. It had flown up the Manchester low level route at about 1,100 feet with no problems and, having passed the Thelwall viaduct, the pilot turned north-east for Barton. She contacted Barton for joining instructions and was told of a helicopter leaving their traffic zone heading towards her. Accordingly, she elected to cruise-climb to circuit joining height.

However, at approximately 1,300 feet the engine lost power – an estimated drop of about 1,000 rpm – but it recovered and the pilot at first thought she may have nudged the throttle with her left leg. Another loss of power and recovery occurred and she realised that there was now a genuine problem. The aircraft was passing a private strip near Warrington, so the pilot radioed a PAN call to Barton, announcing that she was making a precautionary landing at the private strip. Turning to land in a south-westerly direction, she now realised that this probably meant that there was at least a crosswind, and possibly also a tailwind component, but she found this difficult to estimate under the circumstances. The

aircraft was 'high and fast' on the final approach and was running out of runway length when it bounced once, heavily. Despite an unsuccessful attempt to apply power, it landed again this time on its nosewheel, which collapsed. The occupants evacuated the aircraft normally via the left door and were uninjured.

The pilot candidly admits that she had turned too early towards the runway and that her attempts to sideslip the aircraft to lose height were not successful. She recalls

that she was very tense and nervous since this was the first time she had experienced such an emergency for real.

Despite a thorough strip examination of the engine and fuel system, no reason for the power fluctuations has been found. It is intended that, when the aircraft has been repaired, the engine will be subjected to protracted ground and flight testing before being released back to the owner.