

Rans S6-116, G-SSIX, 4 June 1998 at 1432 hrs

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Aircraft Type and Registration: Rans S6-116, G-SSIX

No & Type of Engines: 1 Rotax 582 piston engine

Year of Manufacture: 1993

Date & Time (UTC): 4 June 1998 at 1432 hrs

Location: Parc Coed Machen Farm, near Cardiff Airport

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Left side lift strut bent, cowling dented, spinner scuffed, gear leg fairings bent and small holes in fuselage fabric

Commander's Licence: Private Pilot's Licence

Commander's Age: 42 years

Commander's Flying Experience: 190 hours (of which 14 were on type)
Last 90 days - 5 hours
Last 28 days - 4 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft had taken off on a flight from RAF St Athan to Oaksey Park, near RAF Benson, and was under the control of Cardiff ATC. After routing over Cardiff city at 1500 feet amsl and when mid-way between Cardiff and Newport, the engine began to run roughly. The pilot transmitted a 'Pan' call on the Cardiff RT frequency, requesting a diversion to the nearest airfield. Despite the aircraft's radio transmission being 'almost unreadable' by Cardiff ATC, the pilot was advised that Cardiff Airport was in fact the nearest airfield and given navigational assistance to avoid overflying the city. As a forced landing appeared likely, the pilot elected to remain to the North of the M4 motorway until abeam the Airport, and advised ATC accordingly. A light aircraft flying in the vicinity was requested by Cardiff ATC to follow 'IX'. The latter aircraft steadily lost height until at approximately 500 feet agl the pilot looked for a suitable field in which he could land into wind. However, at about 200 feet agl the engine failed completely and he carried out a forced landing in a field which had a down-slope. The pilot was unable to stop the aircraft before it collided with a fence, but at low speed. He was uninjured and there was no fire. The pilot of the other aircraft passed the position of the forced landing to Cardiff ATC. A South Wales Police helicopter (UKP

32) then flew to the landing site where it was ascertained that the pilot was unhurt; the crew therefore cancelled the call-out of the Emergency Services.

The aircraft was recovered to the UK Rans agent, with the intention of investigation and repair. However, initial examination has revealed no obvious mechanical failure associated with the engine. Further examination of the ignition and fuel systems will take place during the aircraft's rebuild. If any significant defect(s) become apparent at that time, they will be reported upon in a future edition of the AAIB Bulletin.