

AAIB Bulletin No: 5/94

Ref: EW/G94/03/09

Category: 1.3

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

**No & Type of Engines:** 1 Rotax 503/532 piston engine

**Year of Manufacture:** 1993

**Date & Time (UTC):** 20 March 1994 at 1700 hrs

**Location:** Gildridge Farm, Stelling Minnis, Kent

**Type of Flight:** Private (Training)

**Persons on Board:** Crew - 2 Passengers - None

**Injuries:** Crew - None Passengers - N/A

**Nature of Damage:** Minor damage to nose and left main landing gear; power cable broken

**Commander's Licence:** Private Pilot's Licence with Flying Instructor Rating

**Commander's Age:** 38 years

**Commander's Flying Experience:** 600 hours (of which 13 were on type)  
Last 90 days - 20 hours  
Last 28 days - 4 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot and subsequent AAIB enquiries

The flight was one of a series to convert the aircraft owner to three-axis microlight flying; his previous experience was on weight-shift types. An approach was planned to a field from which, in the future, it was intended to operate the aircraft. The approach direction was westerly, and both the pilot and the instructor were aware that a power cable ran across the approach path; it was 20 feet high and about 40 yards before the threshold. The surface wind was 270°/5 kt and the weather was good; the accident occurred at about 1700 hrs and sunset was at about 1815 hrs.

The aircraft arrived overhead the field at about 800 feet agl and a visual inspection of the area was made; the position of the power cable was noted. The subsequent approach was normal until, just before the threshold, the aircraft decelerated and started to "sink"; the impression was that the engine had lost power. The deviation was easily controlled and an uneventful landing was carried out. When the occupants had disembarked, they saw the severed power cable caught in the left main landing gear and realised that it was this that had caused the deceleration on the approach.

The instructor considered that both he and the pilot were tired at the end of a relatively long day and, while concentrating on flying the approach, neither had seen the power cable; this may have been exacerbated by the fact that the approach was made looking into the setting sun.