

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Rans S6-ESD, G-MWTT	
<b>No &amp; Type of Engines:</b>	1 Rotax 503 piston engine	
<b>Category:</b>	1.4	
<b>Year of Manufacture:</b>	1991	
<b>Date &amp; Time (UTC):</b>	26 June 2005 at 1300 hrs	
<b>Location:</b>	Insch, Aberdeenshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Right wing damaged, nose landing gear collapsed	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	62 years	
<b>Commander's Flying Experience:</b>	260 hours (of which 150 were on type) Last 90 days - 5 hours Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and subsequent telephone enquires by AAIB	

**History of flight**

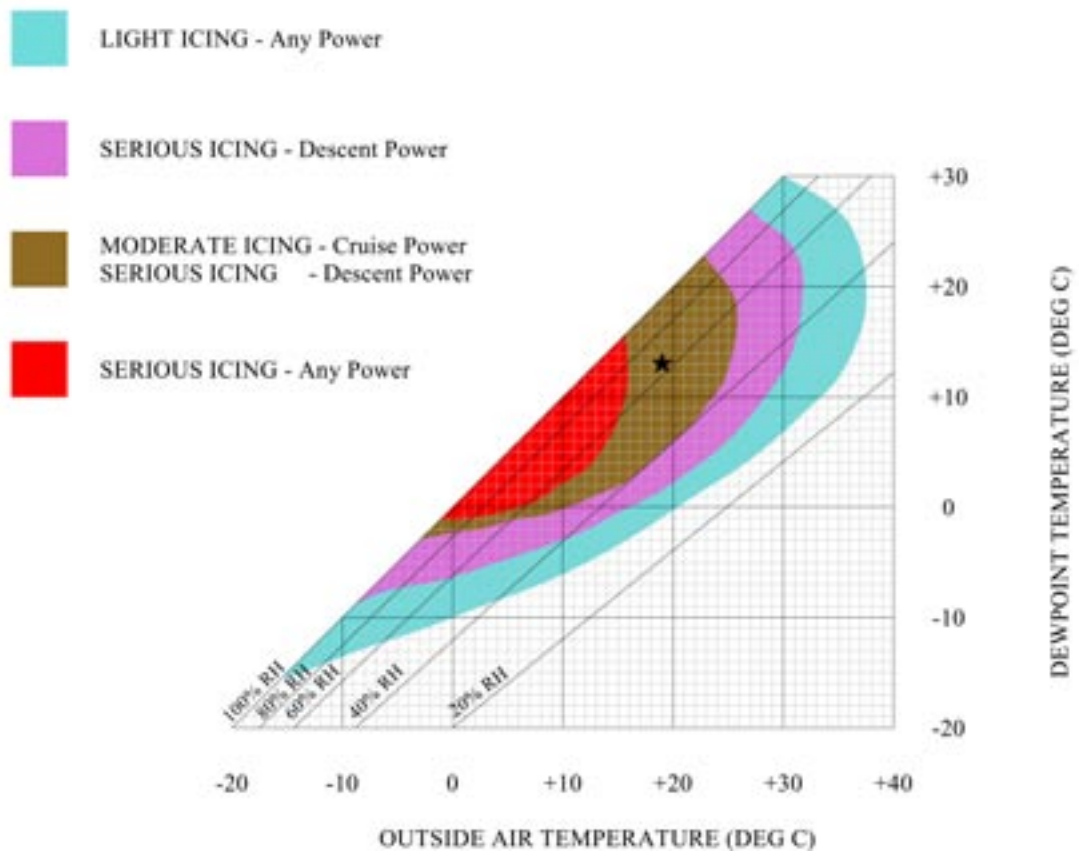
Prior to the accident flight the aircraft had twice been flown earlier in the day with each flight lasting about one hour. The aircraft was then refuelled using three gallons of unleaded MOGAS, obtained from a local garage. Following a normal engine start the aircraft taxied out, took off and climbed away apparently normally. As it passed 300 ft, an uncommanded reduction in power occurred, coupled with a gentle turn to the right. An attempt was then made to restore engine power, but there was little response from the throttle. When it was moved back and then reapplied, the engine stopped. A forced landing was carried out in a field of long grass but, as the nose came down after the main wheels had touched, the nose gear collapsed. The

pilot and his passenger, who were wearing lap strap and diagonal harnesses, exited the aircraft without injury.

Following the accident the propeller was free to turn and fuel was found in the float chamber of both carburettors. Also an inspection of the fuel filters showed them to clean.

The weather at the time of the accident was observed as being a wind of 5 kt from 135° with good visibility. The temperature was 19°C with a dew point of 13°C, and this placed the engine in the '*moderate icing at cruise power and serious icing at descent power*' area of the carburettor icing prediction chart.

## CARB ICING PREDICTION CHART



The engine is due to be examined at a later date and, if a definitive cause of the failure becomes evident, this will

be reported on in an addendum to this report in a future edition of the AAIB Bulletin.