

ACCIDENT

Aircraft Type and Registration:	Rans S6-ES Coyote II, G-BZKF	
No & Type of Engines:	1 Rotax 582-48 piston engine	
Year of Manufacture:	2000	
Date & Time (UTC):	19 March 2006 at 1424 hrs	
Location:	North Togston, near Amble, Northumberland	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to nose landing gear, propeller and nose cowling	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	46 years	
Commander's Flying Experience:	50 hours (of which 43 were on type) Last 90 days - 2 hours Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot and further enquiries by the AAIB	

Synopsis

Following an engine stoppage in flight the pilot carried out a successful forced landing with minor damage. The engine was found to have seized due to lack of lubrication.

History of the flight

The aircraft took off from Eshott Airfield at 1335 hrs for a flight in the local area. Approximately 45 minutes later, whilst in the cruise, the engine began to run roughly and stopped. The aircraft was approximately 900 ft above the ground and the pilot immediately selected a field in which to carry out a forced landing. He attempted to restart the engine but, although this was successful, it continued to

run roughly and he shut it down. The pilot carried out the forced landing, holding the aircraft off the ground as long as possible before touching down. The nose landing gear failed as soon as it contacted the ground and the aircraft pitched forward causing damage to the propeller and nose cowling. The pilot commented that the weather had been very wet in the few days prior to the accident leaving the ground in a waterlogged condition which may have contributed to the damage sustained during the forced landing. He exited the aircraft without injury.

The engine was examined after the accident by the pilot's usual maintenance organisation and was found to

have seized. The engine fitted to G-BZKF is a Rotax 582-48 two cylinder, two-stroke, liquid-cooled engine. Generally these engines are designed to run on a mixture of gasoline and 2% oil. However, this particular engine had been equipped with an integrated oil pump. This delivers the exact amount of oil required for engine

lubrication defined by the engine rpm and is supplied from a separate 2 litre capacity oil tank. The engine oil tank was found to be empty. The pilot stated that he checked the oil tank prior to flight and he noted that some oil was present.