

ACCIDENT

Aircraft Type and Registration:	Dynamic WT9 UK, G-EECC	
No & Type of Engines:	1 Rotax 912 ULS piston engine	
Year of Manufacture:	2007 (Serial no: DY189)	
Date & Time (UTC):	10 July 2012 at 1630 hrs	
Location:	West Lydford, Somerset	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Left wing, right wing root, nosegear and propeller	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	55 years	
Commander's Flying Experience:	720 hours (of which 390 were on type) Last 90 days - 13 hours Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

Whilst changing between fuel tanks, the fuel selector lever detached as it was moved to the FUEL OFF position. The pilot was unable to restore the fuel supply to the engine and landed the aircraft in a field but impacted a fence and hedge. The pilot was uninjured. The UK CAA advised that a Service Bulletin relating to the failure of the fuel selector lever is to be issued.

History of the flight

The aircraft is equipped with two fuel tanks which are selected within the cockpit by a three position lever. The intermediate lever position is FUEL OFF. Whilst routing within the northern boundary of the Yeovilton MATZ at a height of about 500 ft, the pilot tried to select the left fuel tank, but as he moved the selector

lever from the right tank, through the FUEL OFF position, the lever detached from the valve assembly. The pilot attempted to reattach the lever and also move the valve with his fingers, but he was unsuccessful and the engine stopped several seconds later. At this time Yeovilton ATC contacted the pilot and he declared a PAN, whilst also positioning the aircraft to land in a field ahead. Shortly after, the pilot realised that he would not make the selected field and repositioned to land downwind in a field to his left. The aircraft landed longer than expected and struck a fence and hedge before coming to a stop. The pilot was restrained by a full safety harness and exited the aircraft normally. The pilot stated that in hindsight, he had been distracted from concentrating on the forced landing when responding to ATC.

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