

## Rans S6-ES Coyote II, G-CBUY

<b>AAIB Bulletin No:</b> 5/2003	<b>Ref:</b> EW/G2002/11/14	<b>Category:</b> 1.3
<b>Aircraft Type and Registration:</b>	Rans S6-ES Coyote II, G-CBUY	
<b>No &amp; Type of Engines:</b>	1 Rotax 582-48 piston engine	
<b>Year of Manufacture:</b>	2002	
<b>Date &amp; Time (UTC):</b>	17 November 2002 at 1300 hrs	
<b>Location:</b>	Rufforth Aerodrome, York	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 2	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Minor damage to cockpit and landing gear	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	44 years	
<b>Commander's Flying Experience:</b>	299 hours (of which 142 were on type) Last 90 days - 0 hours Last 28 days - 0 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot was undertaking some refresher training with a flying instructor in preparation for the renewal of his Certificate of Test. The aircraft was inspected prior to engine start, which included a visual check of the fuel drained from the gascolator. No anomalies were noted during the pre-flight inspection. The pilot indicated that the left fuel tank contained two gallons of fuel and the right tank contained approximately five gallons. The left tank was selected using the three-position fuel selector.

The aircraft taxied for takeoff from Runway 24 at Rufforth, during which the instructor commented that the engine sounded "rough". However, the pilot considered that this was normal for the two stroke engine and reduction gearbox combination. The apparent roughness was not evident when the engine speed was increased above about 2,800 RPM.

Normal pre take-off power checks were carried out (twice) before departure, with no anomalies being evident. The takeoff was made without flap and the aircraft lifted off shortly after rotation at 45 mph. A positive rate of climb was established at 60 mph with engine indications being normal initially. At about 60 to 70 feet agl, the engine RPM reduced to idle with the throttle being maintained fully open. The aircraft was pitched nose down in order to carry out a landing on the remaining runway. The pilot made a rapid flare but there was insufficient time to prevent a moderately heavy landing with no bounce.

As the engine was still running after touchdown, the aircraft was able to taxi clear of the runway before being shut down.

The pilot subsequently commented that the weather conditions at the time had been conducive to the formation of carburettor icing. He also commented that the aircraft's carburettor was equipped with permanently active carburettor icing protection.

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Subsequent flights with the same aircraft/engine combination have not revealed any defects with the engine.