

ACCIDENT

Aircraft Type and Registration:	Skyranger 912S(1), G-PSKY	
No & Type of Engines:	1 Rotax 912ULS piston engine	
Year of Manufacture:	2005	
Date & Time (UTC):	23 April 2006 at 1450 hrs	
Location:	Diggle, Oldham	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Landing gear and propeller damaged	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	40 years	
Commander's Flying Experience:	187 hours (of which 59 were on type) Last 90 days - 14 hours Last 28 days - 10 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

Following a circling manoeuvre, the commander applied climb power. The engine failed to respond, resulting in a forced landing and collision with a dry stone wall. Subsequent examination of the aircraft revealed water in both fuel tanks and the carburettor float bowls.

History of the flight

Prior to the flight the aircraft was fuelled with MOGAS obtained from a local garage. Fuel drawn from the drain of the two fuel tanks was clean and did not show any signs of water contamination. The taxi, takeoff and climb, from Crosland Moor, were all without problems and, about 15 minutes into the flight, the commander circled over a farmhouse owned by a family member of the passenger. On completion of this manoeuvre the

commander applied climb power; however, the engine did not respond, 'spluttered' and failed to provide enough power to remain airborne. The commander immediately found a field in which to conduct an emergency landing, but during the approach the engine started to produce some power. The commander assessed that the intended field was too short and so he elected to use this available engine power to attempt a climb away. The aircraft failed to climb and touched down heavily, bounced, and then landed heavily again some 20 to 30 yards further on, resulting in a bounce just before a dry stone wall. The nose wheel contacted the top of the stone wall, causing the aircraft to pitch nose down, with contact by the main wheels bringing it to a halt on top of the wall. Both commander and passenger

were wearing lap strap and diagonal harnesses and were not injured. There was no fire and they exited the aircraft normally.

A subsequent inspection of the aircraft revealed water and sediment in the bottom of both fuel tanks, as

well as water in the float bowls of both carburettors. Discussions with the commander revealed that the aircraft was normally stored with the tanks partially full, which could have promoted condensate to build up in the fuel tanks over a period of time.