

# Rans S6-ESD XL Coyote II, G-MZDG

<b>AAIB Bulletin No:</b> 6/2002	<b>Ref:</b> EW/G2002/03/15	<b>Category:</b> 1.3
<b>Aircraft Type and Registration:</b>	Rans S6-ESD XL Coyote II, G-MZDG	
<b>No &amp; Type of Engines:</b>	1 Rotax 503 piston engine	
<b>Year of Manufacture:</b>	1996	
<b>Date &amp; Time (UTC):</b>	17 March 2002 at 1349 hrs	
<b>Location:</b>	Barton Airfield, Lancashire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers N/A
<b>Nature of Damage:</b>	Nose landing gear, propeller, engine, cowling, and cockpit frame.	
<b>Commander's Licence:</b>	Private Pilots Licence	
<b>Commander's Age:</b>	55 years	
<b>Commander's Flying Experience:</b>	152 hours (of which 73 were on type)  Last 90 days - 2 hours  Last 28 days - 1 hour	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and further enquiries by AAIB.	

The aircraft was taking off from Runway 09 North, the designated runway, for a cross-country flight to the west. After initial acceleration, the aircraft veered left into rough grass adjacent to the runway. It was observed to bounce several times on its nose landing gear, which then collapsed. The aircraft came to a stop resting on its mainwheels and engine cowling. The pilot shut the aircraft down and vacated normally. The airfield Rescue and Firefighting Services attended but were not required.

The surface wind was from 150° at 12 kt. The visibility was greater than 10 km below a 2,500 feet cloudbase, and the grass surface was dry.

The aircraft had just completed four circuits with another pilot, using Runway 09 North. Runway 14, although shorter, was useable and available. It was being considered for landing on return, but Runway 09 North was selected for take-off since all other aircraft were using it and it had been used by the previous pilot.

The pilot often flew accompanied by another adult in the right-hand seat, but this time was solo. This reduced the take-off weight by approximately 20% and reduced the weight over the right main wheel. Poor weather had meant that the pilot could do little flying in the previous three months. The pilot's exposure to windy conditions was also stated to be limited.

The pilot concluded that, although within the aircraft limitation, the accident was a result of insufficient control inputs to counter the crosswind.

Advice on decision making affecting the safety of flight is contained in General Aviation Safety Sense Leaflet number 23, entitled '*Pilots: It's Your Decision*'.