

No: 11/92

Ref: EW/G92/09/11

Category: 3

Aircraft Type and Registration:	Rans S6-ESD Coyote II, G-MWVL	
No & Type of Engines:	1 Rotax 503 piston engine	
Year of Manufacture:	1991	
Date & Time (UTC):	12 September 1992 at 1515 hrs	
Location:	Field near Harrogate, North Yorkshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Substantial to propeller, engine cowling, landing gear and cockpit frame	
Commander's Licence:	Private Pilot's Licence (Group D) with Instructor rating	
Commander's Age:	43 years	
Commander's Flying Experience:	758 hours (of which 21 were on type) Last 90 days - 144 hours Last 28 days - 39 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The aircraft was attempting to take-off from a grass field, which was some 100 metres in length and bounded by a dry stone wall. Prior to boarding for the flight, the commander assessed that for the chosen take-off direction, the prevailing wind was from the forward left quarter at approximately 12 kt, although no wind sock was present. The take-off was initiated with flap selected, and the commander reported that the aircraft lifted off at 40 mph, but maintained a horizontal attitude and would not climb. He therefore elected to abandon the take-off and allowed the aircraft to touch down. A slight bounce ensued, the brakes being applied after the subsequent touchdown. The wheels locked and the aircraft skidded over the damp grass surface. By this time, the aircraft had drifted to the right and was travelling over a section of the field which had a downward slope towards the dry stone wall. The commander switched off the engine prior to the aircraft impacting the wall at a speed of around 10-15 mph. Both occupants were wearing lap and diagonal shoulder harnesses and were uninjured. There was no fire, and the aircraft was evacuated by the normal means.

Subsequently, observers on the ground informed the commander that the wind direction had changed, such that the aircraft was subjected to a slight tailwind component during its take-off. Engineering

inspection did not find any abnormalities with the engine to account for the lack of climb performance. In retrospect, the commander commented that a field of such short take-off run available was not suitable given the conditions prevailing at the time.

No & Type of Engine:	2 General Electric TP-80C2 turbofan engines
Year of Manufacture:	1991
Date & Time (UTC):	4 June 1992 at 1052 hrs
Location:	23 air south-east of Pole Hill on Airway B4
Type of Flight:	Public Transport
Persons on Board:	Crew - 12 Passengers - 165
Injuries:	Crew - None Passengers - None
Nature of Damage:	Nil
Commander's Licence:	Airline Transport Pilot's Licence (Australian)
Commander's Age:	54 years
Commander's Flying Experience:	12,300 hours
Information Source:	AVIB Field Investigation

The aircraft departed from London into the airway at 1052 hrs on a scheduled flight to Glasgow, United States of America. On the last stage of the climb a problem was experienced with the electronic display units. This had largely been resolved when at 1057 hrs the aircraft levelled at FL330 at 0.85M. Almost immediately a hydraulic turbine buffer was experienced. The commander reported that the aircraft started a slow climb up to about 750 and rolled slowly to the right. It is reported that the aircraft began to yaw, the cabin and flap levers which he manually lowered the nose to the level flight position and levelled the wings. The autoflight system was disconnected. The commander and the flight engineer reported a SLAT/SLAT/GREY display on the main panel that the master condition was indicated. After a short time the warning ceased and the aircraft was returned to normal and level flight.

At 1057 hrs the crew reported AVIB was engaged and initiated some light control circuit tests and related to return to normal. The aircraft had just passed the 1000 ft altitude and the commander gave a heading of 200° to take it towards Wilsby. At about 15 minutes after level flight was established at 1058 hrs the aircraft entered the 1000 ft pattern at Wilsby. The master condition had been completed by 1110 hrs and clearance was given to descend to 1050. The flight progressed without incident until 1138 hrs when the master condition was