

ACCIDENT

Aircraft Type and Registration:	Zenair CH 601HDS, G-OANN	
No & Type of Engines:	1 Rotax 912-UL	
Year of Manufacture:	2000	
Date & Time (UTC):	23 April 2006 at 1742 hrs	
Location:	Near Perth (Scone) Airfield, Scotland	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - 1 (Minor)	Passengers - N/A
Nature of Damage:	Severe damage	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	46 years	
Commander's Flying Experience:	280 hours (of which 4 were on type) Last 90 days - 8 hours Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft was descending to a downwind position at Perth Airfield when the engine stopped. Attempts to re-start it were unsuccessful; the pilot carried out a forced landing into a field. The aircraft was severely damaged though the pilot received only minor injuries.

History of the flight

The aircraft departed from North Moor Airfield, near Scunthorpe, for a flight to Perth (Scone) Airfield, a direct distance of 200 nm. Before departure the pilot, who owned the aircraft, checked the fuel quantity on board; there was a full 55 ltr 'header' tank and an estimated 20 ltr in the starboard wing tank. The header tank gauge showed 'full' but the wing tank gauge was unserviceable.

The pilot took off at 1440 hrs and made a brief stop en-route at Charterhall Airfield, near Duns in Scotland, before continuing on to Perth. As he approached Perth the pilot established radio contact and commenced a descent for a downwind join to Runway 21 right hand. As the aircraft was approaching the downwind leg, at 1,000 ft, the engine stopped. The pilot tried to restart the engine but this was unsuccessful and it quickly became clear that a forced landing would be necessary. The pilot landed in a farmer's field situated nearby. The aircraft was severely damaged but the pilot, who was wearing a lap strap with diagonal shoulder strap, received only minor injuries. He was able to vacate the aircraft unassisted and contacted the emergency services. The weather at the time was reported to be fine, with good

visibility and a surface wind estimated to be from the north at 10 kt.

In his report the pilot considered that the engine was either burning fuel at a higher rate than the 22 ltrs/hr that he had planned, or that there may have been a fuel leak. He also thought that carburettor icing was a possibility.

During the flight the pilot had transferred fuel from the wing tank to the header tank. The header tank gauge had continued to indicate full, which the pilot expected since he was transferring fuel to it. However the gauge had continued to read full, even after it should have started to decrease. The pilot therefore ignored the gauge indications, relying instead on his endurance calculations.