

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Rans S6-116 Coyote II, G-BVOI	
<b>No &amp; Type of Engines:</b>	1 Rotax 582 piston engine	
<b>Year of Manufacture:</b>	1995	
<b>Date &amp; Time (UTC):</b>	29 September 2007 at 1800 hrs	
<b>Location:</b>	Adlingfield, near Goole, Yorkshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Left landing gear leg separated and propeller damaged	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	46 years	
<b>Commander's Flying Experience:</b>	98 hours (of which 82 were on type) Last 90 days - 6 hours Last 28 days - 0 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

At approximately 50 feet, after takeoff, a gust of wind lifted the left wing and turned the aircraft to the right. The corrective action taken resulted in a further loss of airspeed. There was insufficient height to recover this airspeed and the left leg separated as it struck the top of a drainage ditch. A successful touchdown was made on one wheel and the aircraft slewed around to the left before coming to rest.

## History of the flight

The aircraft had just been inspected for its Permit to Fly and the accident occurred on its test flight. The pilot, who was also the owner, felt he had insufficient experience to conduct the flight on his own, so he enlisted the help of an experienced pilot to assist him and act as observer.

Walkaround checks were carried out prior to the aircraft being taxied the full length of the runway to assess the wind speed and direction. The wind speed was light and in a northerly direction. The pilot elected to take off to the east, and the observing pilot enquired as to the last point along the runway the takeoff could be aborted, to which the pilot's reply was "half way".

The pilot reported that, on takeoff, the aircraft became airborne approximately halfway along the runway. At about 50 ft a gust of wind from the north lifted the left wing and the aircraft turned to the right. The pilot took corrective action to lower the left wing, but in doing this the airspeed dropped and the aircraft stalled. The pilot immediately lowered the nose to regain airspeed

but there was insufficient height remaining to recover. The aircraft had passed the end of the runway and struck a drainage ditch at the far end of the next field, separating the left landing gear leg. The aircraft then made a successful touchdown in the next field on one landing leg, before the left wing grounded and slewed the aircraft to the left. The aircraft came to rest and, after turning off the master switch, the occupants vacated the aircraft normally via the doors.

The pilot recalls being eager to become airborne, possibly due to the experience of the observing pilot. He commented that the airspeed was only just above the stalling speed during takeoff, and the angle of attack was too high.