

# Ryan ST3KR, G-BYPY

<b>AAIB Bulletin No:</b> 6/2003	<b>Ref:</b> EW/G2003/03/23	<b>Category:</b> 1.3
<b>Aircraft Type and Registration:</b>	Ryan ST3KR, G-BYPY	
<b>No &amp; Type of Engines:</b>	1 Gladden Products Kinner R-56 piston engine	
<b>Year of Manufacture:</b>	1941	
<b>Date &amp; Time (UTC):</b>	22 March 2003 at 1520 hrs	
<b>Location:</b>	Eddsfield near Beverley	
<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>	Damage to propeller tips	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	67 years	
<b>Commander's Flying Experience:</b>	7,375 hours (of which 19 were on type)	
	Last 90 days - 15 hours	
	Last 28 days - 6 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The aircraft had just completed an uneventful takeoff from Runway 09 and was climbing through 300 feet when the engine began to lose power. As there were no suitable into-wind fields within gliding distance, the pilot initiated a left turn on a downwind leg for an into-wind landing on Runway 18, which is an emergency runway. He was able to maintain height on the downwind leg but there was insufficient engine power to climb. When the pilot lined up on final approach, he was looking towards the sun in hazy conditions. He had just selected full flap when the propeller struck power lines which transect the approach path to the runway. The landing was completed successfully, after which a two inch section was found to be missing from each propeller blade tip. The pilot reported that he had completed the usual pre-departure checks, which included operation of the carburettor heat control. Initial inspections failed to identify any obvious problem with the engine. However, the engine will be tested once a new propeller has been manufactured and any significant findings will be reported upon in a future edition of the AAIB Bulletin.