

No: 6/92

Ref: EW/G92/05/06

Category: 1c

**Aircraft Type and Registration:** Rans S6(A) Coyote II, G-BSTT

**No & Type of Engines:** 1 Rotax 582 piston engine

**Year of Manufacture:** 1990

**Date & Time (UTC):** 4 May 1992 at 1015 hrs

**Location:** Cleobury Mortimer, Shropshire

**Type of Flight:** Private

**Persons on Board:** Crew - 1                      Passengers - None

**Injuries:** Crew - Minor                      Passengers - N/A

**Nature of Damage:** Noseleg detached, damage to nose structure and cabin cage floor structure

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 59 years

**Commander's Flying Experience:** 125 hours (of which 57 were on type)  
Last 90 days - 25 hours  
Last 28 days - 7 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot and further telephone enquiries by AAIB.

Approximately five minutes after setting course overhead Milson airfield the pilot noticed that the tachometer was not indicating. Although the engine was running smoothly he decided to return to the airstrip. He had just completed the turn when, with no warning, the engine stopped. He noticed that the coolant temperature was normal but when he tried to restart the engine it would not turn. He selected a large field which was into wind and slightly uphill and applied one 'notch' of flap as he thought he was a little high. In the event his sink rate was higher than he had initially estimated and he landed the aircraft in an adjacent but nearer field, stalling the aircraft from about twenty feet but avoiding running into a large hedge which separated the two fields. The nose structure was damaged and the transverse truss on to which the main landing gear legs were attached buckled but he was able to exit the aircraft with only minor injuries. The pilot noted that the ground at the crash site was at 650 feet agl. He had been cruising at 1,500 feet on the QNH, less than 1,000 feet higher, and he feels that he may have begun the descent with a false impression of the height available.

A preliminary examination of the engine has shown that the aft big end roller bearing had broken up. The engine had a total operating time of 72 hours. The tacho indication failure may be secondary damage or an unconnected failure. The aircraft agent is pursuing further investigation with the engine supplier and manufacturer.