

Rans S6-ESD, Coyote II, G-MYLW

AAIB Bulletin No: 12/98 **Ref: EW/G98/07/36** **Category: 1.4**

Aircraft Type and Registration: Rans S6-ESD, Coyote II, G-MYLW

No & Type of Engines: 1 Rotax 503 DC piston engine

Year of Manufacture: 1993

Date & Time (UTC): 26 July 1998 at 1300 hrs

Location: 2 miles south-west of Wymondham, Norfolk

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - 1

Injuries: Crew - None - Passengers - None

Nature of Damage: Substantial

Commander's Licence: Private Pilot's Licence

Commander's Age: 53 years

Commander's Flying Experience: 142 hours (of which 77 were on type)
Last 90 days - 14 hours
Last 28 days - 1 hour

Information Source: Aircraft Accident Report Form submitted by the pilot

When en route from Priory Farm to Shipdham Aerodrome and two miles south-west of Wymondham at a height of 1,300 feet, there was 'a loud thud' and the engine shook violently. The throttle was initially retarded and as all temperatures and pressures were in the normal range eased forward again. The engine again shook violently but continued to run. The pilot closed the throttle and looked for a landing site.

The aircraft was now at about 1,000 feet and established in the glide at 55/60 mph. The pilot selected a field below the aircraft with a mown grass strip and positioned downwind right-hand at about 600 feet. On reaching a position abeam the intended touchdown point at 400 feet he saw two sets of power cables crossing his intended approach path at right angles in the immediate undershoot. He turned in early to clear the cables and as a result, although committed to land, found

himself too high to achieve a landing and stop in the distance available. After side slipping to lose height the speed had increased and so he landed the aircraft on an area of cut hay to the right and at the far end of his intended grass strip. The aircraft came to rest having turned through 180_ to the right from the original approach heading.

On examination the spinner was found to be missing and one of the wooden propeller blades was damaged and a piece recovered from rigging on the right wing. The pilot had cleaned the spinner and propeller during the pre-flight preparations and had not detected anything amiss.