

Kolb Twinstar Mk3 (Modified), G-MYVA

AAIB Bulletin No: 7/2003	Ref: EW/G2003/03/16	Category: 1.4
Aircraft Type and Registration:	Kolb Twinstar Mk3 (Modified), G-MYVA	
No & Type of Engines:	1 Rotax 582 piston engine	
Year of Manufacture:	1995	
Date & Time (UTC):	17 March 2003 at 1610 hrs	
Location:	800 yards west of Ince Blundell Micolight Field, near Southport	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Left undercarriage strut collapsed. Left wing strut mounting buckled. Areas of fabric damaged	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	52 years	
Commander's Flying Experience:	47 hours (of which 3 were on type)	
	Last 90 days - 36 hours	
	Last 28 days - 4 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot intended carrying out a few circuits. He took off with one fuel tank full (20 litres) and the other tank containing approximately 5 litres. As this was only his third solo flight in the aircraft type he thought it likely that he would need to carry out a go-around after his first approach. He realised when airborne, however, that he had failed to select the full tank and therefore did so when established on the downwind leg.

As the pilot turned onto the base leg, the engine hesitated and then appeared to recover. He glanced at the fuel selector, which appeared to be correctly set, and noticed that he was at a low height. He therefore advanced the throttle and as he did so the engine ceased to produce power. The pilot re-checked the fuel selector and attempted to re-start the engine whilst also concentrating on maintaining airspeed whilst continuing the approach.

The instrument panel is set well forward in this aircraft type and the pilot believes he pushed on the column whilst reaching forward to carry out the re-start. Having descended to approximately 250 feet, he decided that continuation of the flight would not be possible. He therefore switched off the fuel and magnetos and attempted to carry out a landing in the most suitable area available ahead; a field which had been ploughed at right angles to his landing direction. The aircraft sustained damage during the landing.

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The pilot considers that he may have failed to turn the fuel tap fully to the second tank when he selected it whilst flying downwind.