

## Rans S6-ESD XL Coyote II, G-MZDR

<b>AAIB Bulletin No: 7/2003</b>	<b>Ref: EW/G2003/04/09</b>	<b>Category: 1.4</b>
<b>Aircraft Type and Registration:</b>	Rans S6-ESD XL Coyote II, G-MZDR	
<b>No &amp; Type of Engines:</b>	1 Rotax 503-2V piston engine	
<b>Year of Manufacture:</b>	1996	
<b>Date &amp; Time (UTC):</b>	12 April 2003 at 1628 hrs	
<b>Location:</b>	Tandragee Airstrip, Portadown	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - 1 (Minor)	Passengers - 1 (Minor)
<b>Nature of Damage:</b>	Severe damage to wings and cockpit	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	45 years	
<b>Commander's Flying Experience:</b>	59 hours (of which 48 were on type)	
	Last 90 days - 31 hours	
	Last 28 days - 10 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and subsequent AAIB enquiries	

The pilot had flown from Kilkeel to a private airstrip at Tandragee. He had only recently gained his pilot's licence, but the majority of his training had been conducted at Tandragee and he was familiar with the airstrip.

The pilot made an approach to land with what he estimates was a 10 kt tailwind. He commented that a slight uphill slope and the need to minimise noise close to a local house favoured landing in this direction. The aircraft was, however, too high and too fast on the approach and it touched down further down the runway than the pilot was expecting, so he decided to go around. The aircraft became airborne again and cleared a hedge at the airfield boundary. However, it was unable to gain sufficient height to clear a row of tall trees in an adjacent field. The left wing hit the uppermost branches of an oak tree at a height of about 60 feet causing the aircraft to dive nose-first to the ground. The impact severely damaged the cockpit area but the pilot and his passenger escaped with only severe bruising.

The pilot had not calculated the distance required to land the aircraft at the strip but he stated that he had landed at Tandragee under similar prevailing conditions before with no difficulty. He attributed the cause of the accident to commencing the go around manoeuvre too late.