

**ACCIDENT**

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|--|--|-------------------|
| <b>Aircraft Type and Registration:</b> | Rans S6-ES, G-BYOU   |                   |
| <b>No &amp; type of Engines:</b>       | 1 Rotax 582-48 piston engine   |                   |
| <b>Year of Manufacture:</b>            | 1999   |                   |
| <b>Date &amp; Time (UTC):</b>          | 29 June 2006 at 1900 hrs   |                   |
| <b>Location:</b>                       | Baxby, North Yorkshire   |                   |
| <b>Type of Flight:</b>                 | Private  |                   |
| <b>Persons on Board:</b>               | Crew - 1   | Passengers - None |
| <b>Injuries:</b>                       | Crew - None  | Passengers - N/A  |
| <b>Nature of Damage:</b>               | Collapsed nose gear, broken propeller blades, damage to forward fuselage and engine shock loaded |                   |
| <b>Commander's Licence:</b>            | Private Pilot's Licence  |                   |
| <b>Commander's Age:</b>                | 55 years   |                   |
| <b>Commander's Flying Experience:</b>  | 420 hours (of which 8 were on type)<br>Last 90 days - 14 hours<br>Last 28 days - 8 hours         |                   |
| <b>Information Source:</b>             | Aircraft Accident Report Form submitted by the pilot   |                   |

**Synopsis**

The aircraft's main wheels struck a hedge moments before landing. The pilot, who was converting from flex-wing to three-axis aircraft, attributed the accident to his inexperience flying three-axis aircraft.

**History of the flight**

The pilot had completed six hours of dual training with a qualified instructor as part of his conversion from flex-wing to fixed-wing. He was flying solo and consolidating his circuit training. The wind was light from the east-south-east and the visibility was very good.

The aircraft was on final approach to land on Runway 15, and had full flap deployed. Runway 15 is relatively

short, being approximately 350 m long, and the pilot was deliberately aiming to land short. As the aircraft descended the main wheels caught the top of a one metre high hedge ahead of the runway. The subsequent landing was heavy, the nosewheel collapsed, the engine was shock loaded, the propeller was broken and there was some minor damage to the engine cowlings. The pilot was wearing a lap and diagonal harness and was uninjured. He exited the aircraft via the cockpit door.

The pilot attributed the accident to his lack of experience flying three-axis aircraft.