

Aircraft Type and Registration:	Rans S6-ES, G-CBAZ	
No & Type of Engines:	1 Rotax 582-48 piston engine	
Year of Manufacture:	2001	
Date & Time (UTC):	25 March 2005 at 1410 hrs	
Location:	Kinderton Lodge Farm, Middlewich, Cheshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - 1	Passengers - N/A
Nature of Damage:	Extensive	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	59 years	
Commander's Flying Experience:	206 hours (of which 54 were on type) Last 90 days - 0 hours Last 28 days - 0 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

History of flight

The aircraft had not been flown for several months and, before commencing takeoff, an engine ground run and two high speed taxis were completed during which maximum engine speed was achieved. Due to the lack of any significant headwind, the pilot elected to use 30° of flap, although he was inexperienced in using flaps for takeoff. After the aircraft became airborne, it momentarily touched down before climbing out. A few seconds later the left wing dropped and, although this was corrected, the right wing then dropped. Thereafter, the left wing dropped again and the aircraft went into a dive and impacted the ground, having turned through approximately 220° from the runway direction.

Local conditions

Kinderton Lodge Farm is an unlicensed grass airfield. The pilot was using Runway 12, which is 354 metres long and has trees located a short distance beyond its far end. The meteorological aftercast for the area gave variable winds of three knots, and this agreed with the pilot's report of the local

conditions at the time. The condition at the airfield surface at the time of the accident was reported as soft and wet; however, the field was considered viable and had been successfully used that day by other aircraft.

Analysis

As the engine runs prior to takeoff appeared normal, it seems unlikely that the engine was a significant factor in this accident.

The characteristics of the aircraft's behaviour after takeoff indicated that it had approached and then suffered a stall, and hence was flying slowly. In the absence of any reported pre-accident defects with the aircraft or loss of power, possible contributing factors for this lack of speed could have been the pilot's lack of experience in using flaps for takeoff in still conditions, his low level of currency and a lower than normal acceleration on the soft surface.

The pilot suffered a sprained ankle and, in his report, attributed his low level of injury to the correct use of his lap and shoulder harness.