

Rans S6-ESD XL Coyote II, G-MZLG

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| AAIB Bulletin No: 7/2003 | Ref: EW/G2003/03/29 | Category: 1.4 |
| Aircraft Type and Registration: | Rans S6-ESD XL Coyote II, G-MZLG | |
| No & Type of Engines: | 1 Rotax 503-2V piston engine | |
| Year of Manufacture: | 1997 | |
| Date & Time (UTC): | 23 March 2003 at 1223 hrs | |
| Location: | Barton, Manchester | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - 1 |
| Injuries: | Crew - None | Passengers - None |
| Nature of Damage: | Left engine cowling and right wing strut damaged | |
| Commander's Licence: | Private Pilot's Licence | |
| Commander's Age: | 40 years | |
| Commander's Flying Experience: | 49 hours (of which 9 were on type) | |
| | Last 90 days - Not submitted | |
| | Last 28 days - Not submitted | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

The aircraft had been lined up on Runway 09 north, at Barton Aerodrome, and the pilot applied full throttle; the engine parameters were checked and it was confirmed that full power was being produced. As the aircraft started to move the pilot raised the nose, to off-load the nose wheel, after which the aircraft became airborne. At a height of about 20 feet, he was aware that the aircraft was not climbing as expected and so he raised the nose. It was raised to an extent that the airspeed reduced from an already low value, and the left wing then started to drop. As a result, the pilot elected to abort the take-off climb and put the aircraft back on the ground. He landed in rough grass just north of the runway and slightly west of the intersection with Runway 02/20, which transverses Runway 09. He then turned the aircraft to the left, toward Runway 02/20, so that he would have more distance in which to stop and, in doing so, move away from the built up area at the end of Runway 09. As the pilot was still trying to control the aircraft, which he stated required the use of his left hand, he had difficulty in operating the brake lever located to the left side of the cockpit. He realised that he was running out of runway and elected to use the aerodrome perimeter hedge to stop the aircraft. He closed the throttle and switched off the engine magnetos and the aircraft impacted the hedge at the north end of Runway 02 with right wing strut at an angle of about 45°. As a result, the aircraft spun round to the right allowing the left engine cowl to also strike the hedge. The pilot shut down the aircraft, and both he and his passenger exited the aircraft uninjured.

The weather at the time was described as a wind of 150°, variable at 05 kt, and with an outside air temperature of +14°C.

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In his frank statement, the pilot assessed the cause of the accident to be a loss of performance due to the warm day, the tailwind component and lifting the nose too high, at the expense of airspeed, during the takeoff.