

ACCIDENT

Aircraft Type and Registration:	Rans S5 Coyote, G-MZGD
No & Type of Engines:	1 Rotax 447 piston engine
Year of Manufacture:	1999 (Serial no: PFA 193-13096)
Date & Time (UTC):	13 March 2016 at 0830 hrs
Location:	Welshpool Airport, Powys
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - None
Nature of Damage:	Right main and nose landing gears collapsed, damage to propeller and engine mounts
Commander's Licence:	Private Pilot's Licence
Commander's Age:	60 years
Commander's Flying Experience:	880 hours (of which 168 were on type) Last 90 days - 18 hours Last 28 days - 9 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

Synopsis

The pilot was conducting an impromptu investigation of the aircraft's minimum unstick speed. However, as he abandoned the takeoff, he was unable to prevent a turn to the right and the aircraft landed heavily in a ploughed field to the right of the runway.

History of the flight

The pilot arrived at Welshpool Airport to find that the lengthy flight he had planned would not be possible due to low cloud. The aircraft had been fully refuelled the day before in anticipation of the intended flight and he states that he decided to perform a 'test flight' to investigate the minimum unstick speed in this slightly heavier-than-normal condition. Having done this, he would continue to fly a circuit to reassess the weather conditions; the wind was calm.

As he was about halfway along the Runway 22 during the takeoff roll, using somewhat less than full power and balancing the aircraft on its mainwheels only, he became unhappy with the restricted forward visibility due to the extremely nose-high attitude. Fearing that he might run off the right side of the runway and potentially strike an edge light, he applied full power to clear the lights but was now faced with a dilemma – if he cut the power and abandoned the takeoff, he would probably overrun into the boundary hedge. The pilot instead chose to remain airborne under full power in the hope that he would clear the hedge, although he now realised that the aircraft was travelling nearly at right angles to the runway over a ploughed field with the right wing very close to stalled. Any attempt to straighten up using

left rudder would now leave it flying towards power cables, so he initially chose to accept the turn to the right and continue under full power. However, when he realised that this could make matters worse, he throttled back and accepted a very heavy landing in the ploughed field which collapsed the right and nose landing gear legs.