

ACCIDENT

Aircraft Type and Registration:	Rans S6-ESD (Modified) Coyote II, G-MYLO	
No & Type of Engines:	1 Rotax 503 piston engine	
Year of Manufacture:	1994 (Serial no: PFA 204-12334)	
Date & Time (UTC):	29 June 2019 at 1120 hrs	
Location:	North East of Trimdon, County Durham	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Aircraft damaged beyond economical repair	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	75 years	
Commander's Flying Experience:	333 hours (of which 140 were on type) Last 90 days - 1 hour Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Whilst flying downwind to land after a cross-country flight, the engine began to run roughly and then stopped. When an attempted restart was unsuccessful, the pilot turned the aircraft into wind and selected a field for a forced landing. The aircraft had to pass over a copse of trees, but as it was sinking more than expected, the pilot attempted to "stretch the glide". The speed reduced until the aircraft stalled and collided with the trees. Both occupants were unhurt. The pilot commented that there was little wind to help the glide.

AAIB Comment

An aircraft's glide speed is the airspeed where its lift to drag ratio is the highest. This allows the aircraft to glide the furthest distance for a given altitude loss. Any increase or decrease in airspeed from this optimum speed will shorten the glide distance.

Wind affects the distance an aircraft travels over the ground in a given time. When flying at a steady airspeed, a headwind will reduce an aircraft's speed relative to the ground, decreasing the distance travelled in a given time.