ACCIDENT

Aircraft Type and Registration:	Pioneer 300 Hawk, G-OPYO	
No & Type of Engines:	1 Rotax 912 ULS piston engine	
Year of Manufacture:	2009 (Serial no: PFA 330A-14597)	
Date & Time (UTC):	25 November 2021 at 1530 hrs	
Location:	Near Sleap Aerodrome, Shropshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to fuselage underside and minor damage to wings	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	68 years	
Commander's Flying Experience:	676 hours (of which 55 were on type) Last 90 days - 15 hours Last 28 days - 7 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and further enquiries by the AAIB.	

History of the flight

During the pre-flight inspection, the pilot estimated from the fuel gauges that he had enough fuel for just under an hour of flying in his left tank and fuel for about 30 minutes of flying in the right tank. As he intended to practice circuits and go-arounds he believed he had sufficient fuel in either tank, but would select the left tank to ensure there was sufficient margin to undertake his planned flight.

After takeoff he completed his first circuit and a touch-and-go landing. Whilst on his second circuit, he descended on the base leg and had started to turn onto final when the engine vibrated, slowed and stopped within a few seconds. He called a Mayday, raised the undercarriage and flaps, and lined up for Runway 36. He attempted two engine restarts but although the engine turned, it would not re-start. He did not notice the fuel pressure or fuel tank contents readings.

Realising he was not going to reach his intended landing point, he attempted to land in a nearby field. On touch down, the aircraft traversed a ditch, and hit the far bank hard before coming to a stop. The pilot experienced some back pain but was able to exit the aircraft without assistance.

Comment

After the flight the fuel tank contents were checked and the pilot found the right tank was empty but the left tank still had approximately the same fuel as before the flight. He commented that the right fuel tank had been selected rather than the left, causing the engine to run out of fuel and stop during the flight.

Chapter 23 of the Safety Sense Leaflet 1e - '*Good Airmanship*', published by the CAA includes guidance on in-flight checks for monitoring fuel tank usage as well as for fuel planning.