

Rans S6-116 Coyote II, G-BUWK

AAIB Bulletin No: 4/2003	Ref: EW/G2003/01/06	Category: 1.3
Aircraft Type and Registration:	Rans S6-116 Coyote II, G-BUWK	
No & Type of Engines:	1 Rotax 912 piston engine	
Year of Manufacture:	1993	
Date & Time (UTC):	9 January 2003 at 1254 hrs	
Location:	Lydd Airport, Kent	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Propeller and wing spars damaged	
Commander's Licence:	Private Pilots Licence	
Commander's Age:	47 years	
Commander's Flying Experience:	978 hours (of which 827 were on type)	
	Last 90 days - 44 hours	
	Last 28 days - 6 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The aircraft was on a flight from a farm strip in Sussex to Lydd Airport, Kent. The weather was fine but cold, and the Aerodrome Flight Information Service (AFIS) gave the wind for landing as 050°/17 kt. Touchdown, on Runway 04, was uneventful and the aircraft vacated the runway to the northwest near Hold C.

As the aircraft taxied on a northwesterly heading toward the parking apron, the right wing started to lift and, despite the application of into-wind aileron, the aircraft lifted, balanced briefly on its left main wheel and nosewheel before tipping on to its nose and coming to rest inverted. The pilot, who was wearing a military style flying helmet and using a lap strap and diagonal shoulder harness, hit the cabin roof with his head but managed to vacate the aircraft, uninjured, through the left door. The wind observed by the AFIS at the time of the accident was 050°/23 kt.

In his report the pilot considered that the aircraft tipped over in response to a gust of wind that had acted on the horizontal stabiliser and underside of the fuselage after the right wheel lifted from the surface. Although the aircraft had previously been taxied successfully in stronger winds, the pilot felt that the low weight of fuel on board and lack of a passenger in the right seat made the aircraft susceptible to tipping in a crosswind from the right. The pilot also noted that when the aircraft is taxied crosswind on grass it tends to slide in reaction to the wind. He felt that the extra friction on the tarmac surface made the aircraft more likely to tip than slide. Finally, the pilot stated that he might have avoided his head coming into contact with the cabin roof if his lap strap had been tighter; however, injury was probably prevented by his flying helmet.