

# Rans S6-ESA, G-RINS

<b>AAIB Bulletin No:</b> 3/2002	<b>Ref:</b> EW/G2001/12/19	<b>Category:</b> 1.3
<b>Aircraft Type and Registration:</b>	Rans S6-ESA, G-RINS	
<b>No &amp; Type of Engines:</b>	1 Rotax 582 piston engine	
<b>Year of Manufacture:</b>	1999	
<b>Date &amp; Time (UTC):</b>	30 December 2001 at 1430 hrs	
<b>Location:</b>	Private Airstrip, Soulby, Cumbria	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Substantial general damage	
<b>Commander's Licence:</b>	Private Pilots Licence	
<b>Commander's Age:</b>	54 years	
<b>Commander's Flying Experience:</b>	165 hours (of which 100 were on type)	
	Last 90 days - 18 hours	
	Last 28 days - 8 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The aircraft had made a precautionary landing on the private airstrip at Soulby because the weather was not suitable to continue the planned flight. The airstrip is 320 metres long and has a downslope over the last third in the southerly direction. The pilot reported that the 'rough grass' surface was deeply frozen with a covering of snow. The wind was calm with light gusts from the west. He noted that the aircraft lost speed rapidly when he landed on the uphill slope.

After about half an hour the aircraft was taxied to the northern end of the strip and lined up for take off in a southerly direction. Full power was applied, and confirmed, but the pilot thought that the acceleration was less than normal. He applied right rudder to keep straight. He reported that the aircraft "began to pick up speed at the downhill section & lifted into the air but not enough to clear the hedge."

After striking the hedge the aircraft spun round to the left and came to rest on the far side of the hedge, upright but on a northerly heading. Both occupants were wearing lap and diagonal upper torso restraint and escaped without injury. The cockpit safety cage remained intact and contributed to the survivability of this accident.

A witness to the take off, also a pilot, was in the south east corner of the field. He noted that although the windsock generally indicated calm conditions, there was a period during the initial take off roll when the wind appeared to be from the north at about 5 kt. He also remarked on the fact that the left wheel appeared to be "juddering" and the eventual take off point was about 50 metres to the left of the ideal.

The pilot thought that the lack of acceleration during the take off roll was caused by a binding brake on the left wheel. The post accident inspection of the aircraft at the repair agency revealed no evidence of a mechanical fault in the brake system. It is possible that the cold conditions and the snow covering the airstrip were a factor in this accident.