

# Rans S6-ES, G-BZKO

<b>AAIB Bulletin No:</b> 11/2001	<b>Ref:</b> EW/G2001/08/28	<b>Category:</b> 1.3
<b>Aircraft Type and Registration:</b>	Rans S6-ES, G-BZKO	
<b>No &amp; Type of Engines:</b>	1 Rotax 912-UL piston engine	
<b>Year of Manufacture:</b>	2000	
<b>Date &amp; Time (UTC):</b>	1 August 2001 at 1600 hrs	
<b>Location:</b>	Bodmin Airfield, Cornwall	
<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>	Damaged nose landing gear and mountings, and ripped fuselage fabric	
<b>Commander's Licence:</b>	Private Pilots Licence	
<b>Commander's Age:</b>	41 years	
<b>Commander's Flying Experience:</b>	312 hours (of which 140 were on type)	
	Last 90 days - 64 hours	
	Last 28 days - 5 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot joined the downwind leg of the right hand circuit to land on Runway 14 at Bodmin. On doing so he was overtaken by a Cessna 172 which, although it was on a wider circuit, reached the end of the downwind leg first. The Cessna turned onto the base leg and passed in front of the G-BZKO ('KO') by a safe margin. In order to allow the Cessna to clear the runway after landing the pilot of 'KO' extended his downwind leg before turning onto a long final approach. At that point it became apparent to the pilot that the Cessna was carrying out a 'touch and go'. He became slightly concerned that, although he had made radio calls reporting his position both on the downwind leg and final approach, the Cessna pilot appeared to be unaware of the presence of 'KO'. In order to minimise the possible confliction with the Cessna, the pilot decided to land on the runway threshold and taxi clear as soon as possible. On approaching the threshold the pilot felt the aircraft sink but thought he still had enough height and speed to make his chosen touchdown point without increasing power. The pilot had not seen a barbed wire fence, which had been erected on the edge

of the airfield, and the nose landing gear contacted the top strand of the fence. The wire broke at one end under the impact and pitched the aircraft nose down, which caused a heavy landing. The nose landing gear tyre was punctured and the aircraft slewed to one side. The other end of the wire then broke and the aircraft stopped some 50 metres along the runway.

The pilot concluded that by not having applied power to arrest the sink he experienced he had landed too short on the runway. His plan had allowed little margin for error. With his attention focused on the runway he had not seen the barbed wire fence.