

# Morane Saulnier Rallye 110ST, G-BGKD

## AAIB Bulletin No: 2/98 Ref: EW/G97/10/21 Category: 1.3

<b>Aircraft Type and Registration:</b>	Morane Saulnier Rallye 110ST, G-BGKD
<b>No &amp; Type of Engines:</b>	1 Lycoming O-235-L2A piston engine
<b>Year of Manufacture:</b>	1979
<b>Date &amp; Time (UTC):</b>	27 October 1997 at 1102 hrs
<b>Location:</b>	Stoke Hill, Exeter
<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 to nose and left main landing gear, engine cowl, fuselage and left wing
<b>Commander's Licence:</b>	Private Pilot's Licence
<b>Commander's Age:</b>	64 years
<b>Commander's Flying Experience:</b>	600 hours (of which 100 were on type) Last 90 days - Not Known Last 28 days - Not Known
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

The aircraft was being flown from Dunkeswell to Exeter, a flight of approximately 15 minutes duration, for maintenance. The weather was fine with a surface wind of 040°/12 kt.

As the pilot joined the Exeter circuit on a wide left base leg for Runway 08 he was instructed by ATC to carry out an orbit to the left to allow traffic to carry out a go-around from Runway 26. Two minutes later the pilot transmitted a broken message that his aircraft was low on fuel. ATC subsequently cleared him for a direct approach to either runway and brought the Airport Fire Service to 'local standby' to hold at Runway 08. Further calls from ATC to the pilot to clarify the situation were met with no reply but eventually the word 'ditching' was heard. The local emergency services were alerted and ATC attempted to locate the aircraft with the use of radar and other airborne aircraft. Eventually the aircraft was located in a ploughed field 4 nm north-west of the airport. The

Devon Air Ambulance arrived on the scene some time later and reported that the two crew members were uninjured.

Maintenance company personnel recovering the aircraft drained the fuel tanks prior to transportation back to the airport. It was found that the left and right tanks contained 1 litre and 17 litres of fuel respectively. The fuel selector was found to be selected to the left tank.