

ACCIDENT

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| Aircraft Type and Registration: | Rans S6-116 Coyote II, G-BVCL | |
| No & Type of Engines: | 1 Rotax 912-UL piston engine | |
| Year of Manufacture: | 1993 | |
| Date & Time (UTC): | 25 March 2012 at 1410 hrs | |
| Location: | Private airstrip near Alloa, Clackmannanshire | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - 1 |
| Injuries: | Crew - None | Passengers - None |
| Nature of Damage: | Left wing struts and nosewheel damaged | |
| Commander's Licence: | Private Pilot's Licence | |
| Commander's Age: | 52 years | |
| Commander's Flying Experience: | 66 hours (of which 14 were on type) Last 90 days - 13 hours Last 28 days - 5 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

Synopsis

The aircraft failed to become airborne from a farm strip. The pilot prolonged the takeoff roll in further attempts to become airborne, before deciding to reject the take off. The aircraft ran into a hedge at the end of the strip at low speed.

History of the flight

The pilot kept G-BVCL at Fife Airfield near Glenrothes, but was exploring the possibility of operating it from a field at his farm, for which he had prepared a 320 m strip. On the day of the accident he flew the aircraft there from Fife accompanied by his son. The wind was calm, with an air temperature of 22°C and QNH of 1032 HPa.

After a practice approach to the strip, the pilot landed the aircraft and his son got out. The pilot then completed several takeoffs and landings in both directions without incident. The strip was not entirely level, but the pilot had previously rolled it and cut the grass short, and was satisfied that the aircraft's performance was such that takeoffs could be made safely in either direction at maximum weight. His son re-boarded the aircraft for departure.

The pilot commenced takeoff uphill but, as he rotated the aircraft, found it "reluctant" to become airborne. He lowered the nose to gain speed, then tried again to raise the nose, but with the same result. He steered the aircraft towards a slight down slope to gain speed, but

realised that takeoff would not be possible and closed the throttle. The aircraft hit a hedge at approximately 20 kt, sustaining damage to its left wing struts and nosewheel. The occupants, who were both wearing lap and diagonal seat straps, were uninjured.

The pilot commented that his inexperience had contributed to the accident. He observed that he should have rejected the takeoff when the aircraft first

failed to become airborne, and that placing markers on the strip would have helped him to assess takeoff performance and with a decision to stop. He added that holding the aircraft in a nose high attitude increased drag significantly, and that further drag may have been caused by the uneven surface. The warm conditions and lack of headwind may have contributed to the accident.