

ACCIDENT

Aircraft Type and Registration:	Rans S6-116 Coyote II, G-BUWK	
No & Type of Engines:	1 Rotax 912-UL piston engine	
Year of Manufacture:	1993 (Serial no: PFA 204A-12448)	
Date & Time (UTC):	10 October 2012 at 1440 hrs	
Location:	Maypole Airfield, near Canterbury, Kent	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to fuselage, engine mount, propeller and landing gear. Damage to electric fencing	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	60 years	
Commander's Flying Experience:	2,203 hours (of which 142 were on type) Last 90 days - 56 hours Last 28 days - 15 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The pilot was unable to prevent the aircraft crashing when it became entangled with an electric fence during a go-around.

History of the flight

The pilot had several years' experience operating from the grass airstrip, which was 650 m long, 20 m wide and orientated 02/20. To the north-west of the strip was pasture for horses, separated from it by a combination of plain and electric fencing.

The weather was fine, with a surface wind from east-south-east to south-east at 5 to 8 kt and the windsock indicated that the wind was across the strip. The pilot elected to land in a northerly direction, which

had a slight upslope. The final approach was flown with one stage of flap, at 65 kt. As the pilot commenced the flare, the right wing lifted and she lost sight of the airstrip, so decided to go-around.

The pilot lowered the nose attitude slightly and selected full power, but the aircraft made contact with the wire of the electric fence, rocking violently and yawing to the left before crashing in the adjacent pasture. It came to rest upright in a nose-low attitude, pointing back towards the airstrip, and the pilot vacated it uninjured. Horses in the pasture appeared unconcerned.

The pilot reported that, although she had flown nearly 150 hours in this aircraft type, the handling of

G-BUWK differed somewhat from her own aircraft, requiring lighter control inputs, and she thought this may have influenced events after the wing lifted. The pilot would have been unable to prevent the accident

once the aircraft had become entangled with the electric fence, which included stranded polypropylene rope of considerable strength.