

AAIB Bulletin No: 1/95

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Category: 1.3

Aircraft Type and Registration: MS.893 Rallye Commodore 180, G-AVTV

No & Type of Engines: 1 Lycoming O-360-A3A piston engine

Year of Manufacture: 1966

Date & Time (UTC): 27 October 1994 at 1200 hrs

Location: Feshiebridge Airstrip, near Aviemore

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Damaged beyond economic repair

Commander's Licence: Private Pilot's Licence

Commander's Age: 57 years

Commander's Flying Experience: 273 hours (of which 7 were on type)
Last 90 days - 13 hours
Last 28 days - 6 hours

Information Source: Aircraft Accident Report Form submitted by the pilot and telephone enquiries by the AAIB

The pilot was preparing for a flight from Feshiebridge to Dalcross Airport where the aircraft was to be stored for the winter. While waiting for his passengers to arrive, he contacted Dalcross for a weather report. The weather there was reported as showers and clear periods; this was similar to that being experienced at Feshiebridge although some of those showers were quite heavy. After telephoning the owner to confirm that the proposed payload was satisfactory, the pilot decided to start and warm up the engine, and also move the aircraft onto the grass airstrip; at this time it was raining quite heavily. He transferred some loose articles from G-AVTV to his car and then carried out his preparations for flight; this included detaching the pickets, completing an external check and turning the aircraft into wind. Once in the cockpit, he completed his checks including putting on the parking brakes. As it was quite cold and very damp, the pilot reported that he gave the engine two or three priming pumps of the throttle before setting the throttle and turning on the magnetos and starter. The engine did not start immediately, but then suddenly burst into life and the aircraft started moving forward. The pilot stated that his initial reaction seems to have been to accept the movement and continue taxiing. However, the visibility in the rain was very poor and the aircraft was not responding to the steering. Additionally, as there was limited manoeuvring space because of parked vehicles and the geography of the area, the

pilot attempted to locate the magneto switch in order to turn off the engine. He was not successful, and the aircraft left wing impacted a tree on the edge of the river bank; G-AVTV then travelled down the steep tree covered bank and came to rest against a tree. After switching off the still running engine and the fuel, the pilot climbed out.

The pilot considered that the brakes had temporarily lost their efficiency due to the heavy rain; apart from this possibility he considered himself to be at blame for the accident. The engineer who recovered the aircraft subsequently stated that the brakes "were not brilliant".

At Duxford the day had begun with early morning mist which gradually cleared leaving a light easterly wind and visibility greater than 10 km in slight haze. By afternoon the haze had cleared and the runway was dry but the grassy areas and taxiways were still wet with dew.

The student pilot had flown 24.4 hours under instruction during the preceding 13 months and the accident occurred during his first solo flight. After about one hour's dual circuit flying, which included a simulated engine failure after takeoff and six well-flown circuits, the instructor briefed the student for the solo flight. He was briefed to fly one circuit and land with the proviso that if he was unhappy with any approach to go around and fly another circuit.

The student, watched by his instructor, took off and climbed out quite normally from Runway 06. The crosswind and downwind legs were also uneventful and the student carried out his pre-landing checks. After turning onto base leg, he selected the cabin door to 'Hot', reduced power to around