

No: 3/92

Ref: EW/G92/01/07

Category: 1c

**Aircraft Type and Registration:** Piper PA-25-260 (Modified), G-TOWS

**No & Type of Engines:** 1 Lycoming O-540-B2C5 piston engine

**Year of Manufacture:** 1969

**Date & Time (UTC):** 12 January 1992 at 1418 hrs

**Location:** Chipping Airfield, Lancashire

**Type of Flight:** Private

**Persons on Board:** Crew - 1                      Passengers - None

**Injuries:** Crew - None                      Passengers - N/A

**Nature of Damage:** Substantial damage to the propeller, wings, rear fuselage and tailplane

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 36 years

**Commander's Flying Experience:** 220 hours (of which 8 were on type)

**Information Source:** Aircraft Accident Report Form submitted by the pilot

Glider operations were being carried out at Chipping airfield from runway 12. The gliders were being launched using a ground winch and cable or by use of the aerotow aircraft involved in this accident. The pilot of the aerotow aircraft was also an experienced glider pilot. As the wind was reported to be north-easterly at less than 5 kt the pilot elected to take off using runway 12 and to use the reciprocal, Runway 30, for landing to avoid the down slope on Runway 12.

The pilot stated that he joined the circuit, from the thirteenth aerotow of the day, from the north at 1,000 feet for a landing on Runway 30. On seeing a glider being launched by winch he flew a left hand pattern keeping initially to the west of the airfield. Once the glider had been launched the pilot of the aerotow aircraft concentrated on positioning his aircraft to the south for the landing. He turned finals at 400 feet and then between 200 and 300 feet the aircraft experienced a violent yaw to starboard and nose pitch down to about 45 degrees. He had no idea at this stage what had happened but he did note that the aircraft appeared to have stopped flying. He applied full power and retracted the flaps. The aircraft responded at about 30 feet and the pilot initiated a right hand turn to complete a go-around. At that point he noticed the winch cable draped over the right wing of his aircraft. In order to avoid the winch cable tightening he executed a tight right turn to position back for a landing on Runway 30. On

landing the cable tightened and the aircraft ground looped to the right. Unhurt, the pilot made a rapid exit from the aircraft.

Aircraft Type and Registration:	Boeing 737-400 N73740
No. & Type of Engines:	2 Pratt & Whitney JT8D-9B turbofan engines
Year of Manufacture:	1997
Date & Time (UTC):	1 November 2014 at 11:45Z
Location:	Plattsburgh International Airport, Plattsburgh, New York
Type of Flight:	Private
Persons on Board:	Crew: 1; Passengers: 1
Injuries:	Crew: None; Passengers: None
Nature of Damage:	Minor gear fairing damaged and engine nacelle fairing damaged. Minor damage to fuselage underside. Nose landing gear door and cabin steps.
Commander's License:	Commercial Pilot License with Instrument Rating and Category Rating
Commander's Age:	58 years
Commander's Flying Experience:	1200 hours (of which 200 were in type)
Information Source:	Final Accident Report Form submitted by the pilot with attachments and further inquiries by AAR

The aircraft was scheduled for a maintenance test flight to check the previous test results of propeller overspeed problem and adjustment of the landing gear warning horn circuit which was satisfactory. The tests were to be carried out during a normal circuit of the airport.

After completion of the take-off checks, the aircraft carried out a normal departure during which propeller governing was observed to operate normally. The landing gear warning horn circuit was then tested during the downwind leg and also operated satisfactorily when both throttles were retarded to 14 inches manifold pressure. The pilot noted, however, that the associated horn did not sound and both throttles had been advanced to a setting which gave more than 21 inches manifold pressure.

The pilot stated that he observed the gear down and locked light indication during the downwind base leg and final checks. The final approach and landing flare were conducted normally and the landing gear warning horn did not sound. The first indication to the pilot that the landing gear was not retracted was when the propeller tips touched the runway. After this touch the engine rpm fell and