

No: 10/91 **Ref:** EW/G91/08/25 **Category:** 1c

Aircraft Type and Registration: Boeing A75N1, G-BTFG

No & Type of Engines: 1 Continental W670-6A piston engine

Year of Manufacture: 1940

Date & Time (UTC): 20 August 1991 at 1850 hrs

Location: Bryn Gwyn Bach, Clywd, Wales

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Severe damage to tip of lower right wing and aileron

Commander's Licence: Private Pilot's Licence with IMC rating

Commander's Age: 39 years

Commander's Flying Experience: 489 hours (of which 44 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

The accident occurred in good weather conditions at a private airstrip that was used by light aircraft and gliders. The strip ran east-west and was on a slight slope, the higher end being to the west. The owners of the strip had placed requirements on the local gliding club to ensure that a ground radio station was in use whenever any gliding activity took place and that all glider and vehicle movement should stop when a powered aircraft was on the strip.

When the pilot of FG started his aircraft at his hangar on the south side of the strip he made radio contact with the CFI of the gliding club, who was in a glider preparing to take off. The CFI informed him that the ground radio was not in use, that gliding had finished for the day and that he, the CFI, was using up the last cable. He also passed the surface wind, which was south-westerly and light.

After the glider took off the pilot taxied on to the strip and turned towards the west, intending to take off downhill. To his right, on the north side of the strip, was a tractor with another glider in tow and to his left, on the south side of the strip, was the glider hangar. He completed his engine run-up, taxied to the western end of the strip and turned round onto his take-off heading, where he paused to complete pre-take-off checks. Meanwhile the tractor had continued towards the glider hangar and was approaching the strip from the north. Soon after FG became airborne the pilot saw out of the corner of

his eye what he described as two white specks and felt a bump as the wing struck a vertical frame on the back of the tractor. He saw that his aircraft had sustained severe damage to the right lower wing and aileron but he still had adequate control to continue in a straight line and land without further incident at another strip some half a mile to the east.

The pilot provided photographs which showed a ridge across the strip which prevented an observer at the west end seeing objects on the ground in an area some 250 to 300 metres along the strip. The collision took place over this dead ground. The pilot stated that the accident could have been avoided if the gliding club rules had been observed.