

Scheibe Falke SF25C, G-KAOM, 9 May 1998 at 1400 hrs

AAIB Bulletin No: 8/98 Ref: EW/G98/05/07 Category: 1.3

Aircraft Type and Registration: Scheibe Falke SF25C, G-KAOM

No & Type of Engines: 1 Limbach piston engine

Year of Manufacture: 1972

Date & Time (UTC): 9 May 1998 at 1400 hrs

Location: Bidford Gliding Site, Warwicks

Type of Flight: Private

Persons on Board: Crew - 2 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Significant damage to landing gear and propeller

Commander's Licence: Airline Transport Pilot's Licence with Instructor's Rating

Commander's Age: 59 years

Commander's Flying Experience: 27,500 hours (of which 600 were on type)
Last 90 days - 260 hours
Last 28 days - 85 hours

Other Pilots Flying Experience: 286 hours (of which 10 hours were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

The commander of the aircraft was conducting an examination on another instructor on the motor glider. He had briefed the instructor under test to demonstrate a circuit, touch and go, and climb onto the downwind leg. The commander briefed that he would then take control and fly an approach. The flight progressed as planned until the commander was flying the approach with a slightly higher than normal approach speed whilst deliberately undershooting the approach. At about 100 feet the instructor under test said "I have control" and placed his right hand on the stick; the commander relinquished control and replied "You have control". The instructor under test then let go of the stick, applied full throttle and selected full spoiler. The motor glider entered a steep nose down attitude and struck the ground heavily in a level attitude despite attempts by the commander to recover the situation. The aircraft came to rest astride a hedge and the commander selected the electrics and fuel off; both occupants vacated the aircraft unassisted.

The instructor under test had only 6 hours experience as pilot in command in this type of aircraft. He believes that this lack of experience, together with the pressure of a check flight, contributed to his temporary confusion with the controls.