

No: 12/90

Ref: EW/G90/09/16

Category: 1c

Aircraft Type and Registration: Scheibe SF25B, G-BRRC

No & Type of Engines: 1 Stark-Stamo MS 1500/2 piston engine

Year of Manufacture: 1970

Date and Time (UTC): 25 September 1990 at 1450 hrs

Location: Marchington Airfield, Staffordshire

Type of flight: Private

Persons on Board: Crew - 2 Passengers - None

Injuries: Crew - None Passengers -N/A

Nature of Damage: Aircraft extensively damaged

Commander's Licence: Private Pilot's Licence

Commander's Age: 53 years

Commander's Total Flying Experience: 552 hours (of which 7 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

The flight from Netherthorpe to Marchington was conducted with the handling pilot in the left seat and the aircraft owner, who was considerably more experienced on type, in the right seat. The pilot had been flying with his right hand and crossing over his left hand during the final approach in order to operate the spoilers. However, during the flight, the owner suggested that, when landing the aircraft from the left seat, it would be better to hold the control column with the left hand and keep the right hand on the centrally mounted spoiler lever. Considering the owner's greater experience, the pilot decided to ignore the slightly 'unnatural' feeling and to practice this technique for a few circuits and landings at Marchington.

Two landings were accomplished successfully but, 10 seconds before touchdown on the third, some turbulence was encountered which the pilot judged to require a reduction of the amount of spoiler deployed.

The pilot states that from this point the situation rapidly deteriorated as he instinctively reverted to his original (left hand on the spoiler lever) handling method. Instead of moving the spoiler lever forward, he moved the control column forward, lowering the aircraft nose, which he then attempted to correct by pulling back the spoiler lever, further increasing the rate of descent. The aircraft pitched down sharply towards the undershoot and struck the ground hard, in a steep nose-down attitude. It then bounced and slewed violently through 180°, still in a severe nose-down attitude, striking the ground again and falling back onto the tail.

The full safety harnesses of both occupants withstood the impact and there was no fire.