

Bellanca 8GCBC, G-BCSM, 12 May 2002 at 1415 hrs

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| AAIB Bulletin No: 8/2002 | Ref: EW/G2002/05/04 | Category: 1.3 |
| Aircraft Type and Registration: | Bellanca 8GCBC, G-BCSM | |
| No & Type of Engines: | 1 Lycoming O-360-C2E piston engine | |
| Year of Manufacture: | 1974 | |
| Date & Time (UTC): | 12 May 2002 at 1415 hrs | |
| Location: | Walney Aerodrome, Barrow-In-Furness | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - None |
| Injuries: | Crew 1 (Minor) | Passengers - N/A |
| Nature of Damage: | Left landing gear detached, propeller shattered, left wing distorted | |
| Commander's Licence: | Private Pilots Licence (Aeroplanes) | |
| Commander's Age: | 54 years | |
| Commander's Flying Experience: | 469 hours (of which 1 was on type) | |
| | Last 90 days - 3 hours | |
| | Last 28 days - 1 hour | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

The pilot had recently completed a type-conversion and was undertaking his first solo glider-towing flight from Walney Airfield at Barrow-in-Furness. The weather was good with a light south, south-westerly breeze at 5-10 kt.

The takeoff and glider release proceeded uneventfully and the pilot positioned the aircraft on long final approach for a landing on the asphalt surface of Runway 17. A glider was on the runway being pushed to the launch point, and the pilot therefore adjusted his aiming point to land about halfway down the runway on the left side.

Immediately after touchdown the aircraft swung to the right and tracked toward the right side of the runway. The pilot applied power to increase the airflow over the rudder, and thereby improve

directional control, but the aircraft continued to track toward the runway edge. He therefore applied more power in order to carry out a go-around. Just before reaching the grass the aircraft became airborne with a high nose attitude. At a height of about 30 feet, the aircraft rolled rapidly to the left and impacted the runway in a steep nose down attitude. The aircraft then slewed through about 180° and came to a halt on the runway having sustained extensive damage to the left landing gear, propeller and left wing. The pilot switched off the fuel and electrics and vacated the aircraft with minor injuries.

In a full and frank report the pilot, who has over 400 hours experience on tailwheel aircraft, considered the most likely cause of the accident to be a combination of difficulty in controlling the aircraft directionally together with his lack of experience on type.