

Carlson Sparrow II, G-BVVB, 12 May 1996

AAIB Bulletin No: 8/96 Ref: EW/G96/05/09 Category: 1.3

Aircraft Type and Registration: Carlson Sparrow II, G-BVVB

No & Type of Engines: 1 Rotax 532 piston engine

Year of Manufacture: 1995

Date & Time (UTC): 12 May 1996 at 1000 hrs

Location: Oban (North Connel) Airfield, Argyle

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Engine shock loaded and propeller damaged. Minor external damage

Commander's Licence: FAA Private Pilot's Licence

Commander's Age: 52 years

Commander's Flying Experience: 111 hours (of which 18 were on type)

Last 90 days - 14 hours

Last 28 days - 2 hours

Information Source: Aircraft Accident Report Form submitted by the pilot and enquiries by the AAIB

The pilot had completed one circuit and made a full stop landing on Runway 22. During his landing roll, he had trampled a single strand winch cable which he had seen and which was lying across the runway in preparation for the start of gliding. The cable was lying diagonally across the runway and was attached to a towing car positioned to the north of the airfield; the gliding club use a 'reverse pulley auto-tow' and the southern end of the cable was routed through a pulley. After the landing, the pilot of G-BVVB made a turn through 180° and began backtracking to his parking area. Following this turn, as he again trampled the cable, he became aware that the cable had lifted and became wrapped around his propeller hub, stalling the engine.

The pilot considered that the accident occurred because the cable had not been held taut while he was manoeuvring. There is a radio frequency publicised and used by the gliding club but the radio was not manned at the time of the accident as the gliding personnel were carrying out their pre-

flight checks. The pilot had been a member of the gliding club and was aware of their normal operating procedures. Subsequent to the accident, a Senior Examiner for the British Gliding Association carried out an investigation of the flying operations at Oban Airfield and recommended, amongst other things, a review of the launch procedures to ensure that associated equipment is not left in positions where it is a hazard to other users of the airfield.