

AAIB Bulletin No: 10/95

Ref: EW/G95/08/29

Category: 1.3

Aircraft Type and Registration: Scheibe SF25B Falke, G-BMVA

No & Type of Engines: 1 Limbach SL 1700-EA piston engine

Year of Manufacture: 1972

Date & Time (UTC): 31 August 1995 at 1505 hrs

Location: Aboyne Airfield, Aberdeenshire

Type of Flight: Private

Persons on Board: Crew - 2 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Minor damage to mainplane, propeller broken and engine shock loaded, landing gear and rear fuselage twisted

Commander's Licence: Private Pilot's Licence

Commander's Age: 51 years

Commander's Flying Experience: Approx 3,010 hours (of which 510 were powered flying with 20 being on type)
Last 90 days - 121 hours gliding - 7 hours powered
Last 28 days - 57 hours gliding - 2.5 hours powered

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft was being used for an exercise in field landings during which the instructor was demonstrating field selection and landings. Having done a circuit of a field at about 800 feet agl, with carburettor heat being applied at regular intervals during the downwind leg, an approach was made. Having established that they could have landed in the field, the instructor opened the throttle to climb away. The engine did not pick up and run cleanly, but the aircraft appeared to be climbing slowly.

Carburettor heat was applied, but the engine still continued to lose power and the instructor abandoned the attempt to climb. By this time it was no longer possible to land in the field which had been the planned overshoot area for the landing field originally selected and the only other field offering any prospects would entail a down/cross wind landing. As the aircraft was turned towards this new field it lost height more rapidly than had been anticipated and as a result the pilot had to turn away to avoid a house and some power lines and to attempt a forced landing on a road verge. However during this manoeuvre the right wingtip hit a bank beside the road and the aircraft then groundlooped through 90° before coming to rest.

This type of engine can be prone to carburettor icing and with an OAT of +18°C and dewpoint of +12°C, the prevailing conditions were conducive to serious carburettor icing a low power settings.