

No: 3/88

Ref: 1c

**Aircraft type and registration:** Valentin Taifun 17E G-OACE

**No & Type of engines:** 1 Limbach L2000 EBIB piston engine

**Year of Manufacture:** 1984

**Date and time (UTC):** 2 September 1987 at 1110 hrs

**Location:** nr Aboyne Airfield, Aberdeenshire

**Type of flight:** Private (pleasure)

**Persons on board:** Crew — 2 Passengers — None

**Injuries:** Crew — None Passengers — N/A

**Nature of damage:** Substantial — to nose and right main landing gear, fuselage, right wing, propeller and a fence

**Commander's Licence:** Private Pilot's Licence (SLMG)

**Commander's Age:** 42 years

**Commander's Total Flying Experience:** 286 hours (of which 10 were on type)

**Information Source:** Aircraft Accident Report Form submitted by the pilot.

The aircraft took off on a soaring flight with the owner (P1) and another PPL (SLMG) holder (P2) on board. The aircraft was flown to 3000 feet and after the propeller was feathered and the engine shut down, the aircraft continued to soar in conditions of weak lift.

Control was then handed over to the P2 to make a glide approach and landing on runway 09 with a surface wind of 135°/5 kt. The landing gear had been selected down at 1200 feet but the aircraft was high during the turn onto the final approach, at which time the P2 selected airbrake out and 15° of flap. When an overshoot appeared to be inevitable the P1 unfeathered the propeller and attempted to re-start the engine. However, he had not selected the Master Switch from GLIDE to MOTOR and the engine did not start when the ignition button was pressed.

An eyewitness on the airfield reported that the airbrake did not appear to be fully extended until the aircraft was over the runway and was then closed. The propeller was seen to rotate once.

P2 had continued to fly the aircraft and selected a suitable field for a forced landing to the south east of the runway. An approach was made on a southerly heading with the landing gear still extended, but the nose and right main gear wheels contacted the stones on the top of an embankment which crossed the approach path, as did a wire fence a little further on. The landing gear caught in the top wires and the aircraft came to an abrupt halt with the nose landing gear collapsed. There was not fire and the occupants, who were wearing full upper torso restraint, were uninjured.