

Scheibe SF25B, G-AXEO, 13 June 1998 at 1321 hrs

AAIB Bulletin No: 8/98 Ref: EW/G98/06/15 Category: 1.3

Aircraft Type and Registration: Scheibe SF25B, G-AXEO

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

Year of Manufacture: 1969

Date & Time (UTC): 13 June 1998 at 1321 hrs

Location: Milfield Gliding Site, Northumberland

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - 1

Injuries: Crew - Serious - Passengers - Minor

Nature of Damage: Substantial damage, propeller broken, underside and wheelbox damaged, wings show cracking cord wise at inboard of aileron cut out

Commander's Licence: Private Pilot's Licence with IMC Rating

Commander's Age: 67 years

Commander's Flying Experience: 678 hours (of which 39 were on type)

Last 90 days - 19 hours

Last 28 days - 13 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The club operated motor glider was flown by a number of pilots on the day of the accident. The pilot involved in the accident arrived at the gliding site in time to observe two take-offs before his own turn came for some circuit training. He noted that the take-off runs seemed long but that the aircraft climbed away satisfactorily. Another club member accepted the pilot's offer of accompanying him on the planned two circuits and, after boarding, the aircraft was prepared for take-off. It was noted that a weather front was approaching with some wave cloud near the site; it also had begun to drizzle but visibility was good, the lowest cloud at 2,500 feet and the temperature was 10°C. The take off was directly into a wind of 160°/10 kt and slightly uphill towards the end of the grass strip. After several bounces the aircraft eventually became airborne at about 50 mph. Although the airspeed increased gradually, the aircraft was not climbing and the pilot became concerned about clearing the trees at the end of the strip. The pilot considered that there was

insufficient distance remaining in which to abort the take off and so, having glanced at the ASI and noted about '50' he raised the nose of the aircraft. It then stalled from a height of about 10 to 15 feet and struck the ground with little forward motion. Both pilots, slightly injured, were able to exit the aircraft in the normal manner. Jane's All the World's Aircraft 1969 Edition lists the Scheibe SF25B 'minimum flying speed' at maximum T/O weight as 37 mph (60 kph).

In a comprehensive report on the accident the pilot commented on the following causes:

- a. the damp grass surface of a relatively short runway;

- b. possible down draught from the observed wave formation or over the trees at the end of the runway;

- c. an ASI calibrated in mph only. The pilot had only previously flown with ASI's calibrated in kt, and one with both knots/mph. Thus, in the heat of the moment, his glance at the ASI showing '50' meant to him 50 kt;

- d. the lack of obvious stall warning, either buffet or indicated, in the Falke.