No: 3/92 **Ref: EW/G92/01/07** **Category: 1c**

Aircraft Type and Registration:	Piper PA-25-260 (Modified), G-TOWS
No & Type of Engines:	1 Lycoming O-540-B2C5 piston engine
Year of Manufacture:	1969
Date & Time (UTC):	12 January 1992 at 1418 hrs
Location:	Chipping Airfield, Lancashire
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Substantial damage to the propeller, wings, rear fuselage and tailplane
Commander's Licence:	Private Pilot's Licence
Commander's Age:	36 years
Commander's Flying Experience:	220 hours (of which 8 were on type)
Information Source:	Aircraft Accident Report Form submitted by the pilot

Glider operations were being carried out at Chipping airfield from runway 12. The gliders were being launched using a ground winch and cable or by use of the aerotow aircraft involved in this accident. The pilot of the aerotow aircraft was also an experienced glider pilot. As the wind was reported to be north-easterly at less than 5 kt the pilot elected to take off using runway 12 and to use the reciprocal, Runway 30, for landing to avoid the down slope on Runway 12.

The pilot stated that he joined the circuit, from the thirteenth aerotow of the day, from the north at 1,000 feet for a landing on Runway 30. On seeing a glider being launched by winch he flew a left hand pattern keeping initially to the west of the airfield. Once the glider had been launched the pilot of the aerotow aircraft concentrated on positioning his aircraft to the south for the landing. He turned finals at 400 feet and then between 200 and 300 feet the aircraft experienced a violent yaw to starboard and nose pitch down to about 45 degrees. He had no idea at this stage what had happened but he did note that the aircraft appeared to have stopped flying. He applied full power and retracted the flaps. The aircraft responded at about 30 feet and the pilot initiated a right hand turn to complete a go-around. At that point he noticed the winch cable draped over the right wing of his aircraft. In order to avoid the winch cable tightening he executed a tight right turn to position back for a landing on Runway 30. On

landing the cable tightened and the aircraft ground looped to the right. Unhurt, the pilot made a rapid exit from the aircraft.