

BULLETIN ADDENDUM**AAIB File:****EW/G2004/12/07****Aircraft Type and Registration:**

DHC-1 Chipmunk 22, G-AOSU

Date & Time (UTC):

19 December 2004 at 1245 hrs

Location:

Easterton Airfield, near Elgin, Scotland

Information Source:

Aircraft Accident Report Form

AAIB Bulletin No: 4/2005, page 38 refers**Summary**

The aircraft was returning to the airfield, which was covered in a light layer of snow, and the pilot was keen to land on the first third of grass Runway 27 because the upwind end was wet and soft. He closed the throttle and selected full flap before turning onto final approach, in preparation for a glide landing. However, because the aircraft was very high the pilot then executed a tight S turn. As the aircraft rolled out of the second turn he suddenly realised that he was now too low but he decided to continue. He was aware that he was flying into the low winter sun, which was sitting just above the horizon, and remembers nothing else. Witnesses saw the aircraft drop its left wing and descend from about 100 ft aal into the field immediately short of the airfield. The pilot concluded that he had stalled the aircraft in the final turn. He also considered that the angle and direction of the sun might have been a factor in distracting him from

maintaining his scan of the air speed indicator (ASI). There was no fire but the pilot suffered a cut to his head and back injuries.

Addendum

Six months after the accident the pilot was referred to a consultant neurosurgeon following a three month history of symptoms, which had not been present at the time of the crash. One month later the pilot was successfully operated on to remove a brain tumour and subsequently made an excellent recovery. In his report, the neurosurgeon stated that there was a possibility that the pilot's 'intracranial lesion' had contributed to the circumstances leading to the accident. Although the tumour had existed at the time of the accident, the pilot had appeared to be fit and well.