

ACCIDENT

Aircraft Type and Registration:	Pitts S-1C Special, G-BRVL	
No & Type of Engines:	1 Lycoming IO-320-B1A piston engine	
Year of Manufacture:	1981	
Date & Time (UTC):	11 August 2007 at 1230 hrs	
Location:	Fishburn, Co Durham	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Two wing tips damaged; spats broken	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	37 years	
Commander's Flying Experience:	2,219 hours (of which 165 were on type) Last 90 days - 98 hours Last 28 days - 37 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft landed normally, then swung gently to the left and entered a wheat field where it came to a halt on its nose and a wing-tip.

Pilot report

The pilot reported that following an uneventful flight from Leeming, he carried out an overhead join followed by an 800 ft circuit. A side-slipped approach, with the right wing down was carried out at 100 mph. The aircraft was flared, the wings were levelled and a tail-wheel first landing carried out touching down just beyond the threshold. The aircraft soon settled on the main wheels although it became airborne again briefly as a consequence of a bump in the grass surface. The aircraft then drifted left and the pilot made a moderate

correction with right rudder. The throttle remained closed from the touchdown, with the stick held fully back. The left lower wing then contacted long grass at the runway edge causing the aircraft to swing further to the left and enter a wheat field, despite full right rudder application.

On entering the crops, the pilot centred the rudder and ailerons and the aircraft ran straight whilst quickly decelerating. The right lower wing touched the ground and the aircraft came to rest on its spinner, the spats and the left upper wing-tip.

The pilot concluded that although he flew a right wing down side-slipped approach, normal for the Pitts, the

unfamiliar narrow grass runway and the lack of visibility of the left side of the strip, coupled with a local surface camber to the left, influenced his ground run.