

Jurca Sirocco, G-BUGC

AAIB Bulletin No: Ref: EW/G2001/02/21 **Category:** 1.3

Aircraft Type and Registration: Jurca Sirocco, G-BUGC

No & Type of Engines: 1 Lycoming 0-320-D piston engine

Year of Manufacture: 2000

Date & Time (UTC): 26 February 2001 at 1130 hrs

Location: Swanton Morley Airfield. Norfolk

Type of Flight: Test flight

Persons on Board: Crew - 1 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Aircraft destroyed

Commander's Licence: Basic Commercial Pilot's Licence

Commander's Age: 64 years

Commander's Flying Experience: 10,032 hours (of which 5 were on type)

Last 90 days - 2 hours

Last 28 days - 2 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot had planned a brief flight in order to check the operation and indications of the undercarriage system. The forecast meteorological conditions for the flight were: surface wind 190°/10-12 kt, visibility greater than 10 km, no cloud below 2,500 feet and no significant weather. The runway in use at Swanton Morley was Runway 27. This runway is 650 metres long and 45 metres wide; the grass surface was damp.

After completing the airborne undercarriage checks the pilot returned to the airfield. He flew a left hand circuit for Runway 27 and completed the final turn at 80 mph with the gear down and half flap selected. The pilot reported that the windsock indicated that the surface wind was southerly at 10 to 15 kt. This led him to believe that he would encounter turbulence on the approach below 300 feet, and he therefore increased power to maintain an approach speed of 75 mph. The pilot reported that, whilst on short finals, a gust of wind caused the aircraft to roll to the right. Despite the application of full left lateral control and an increase in power the pilot was unable to prevent the right wing tip striking the ground. The aircraft then cart-wheeled and came to rest inverted. The pilot selected the magnetos, master electric switch and fuel to 'OFF' and released his lap and shoulder harness. However, he was unable to vacate the aircraft until the airfield staff arrived and lifted the aircraft, this allowed him the space to crawl out.

