

**Aircraft Type and Registration:** Rutan Varese, G-EZEE

**No & Type of Engines:** 1 Rolls-Royce Continental O-200-A piston engine

**Year of Manufacture:** 1978

**Date & Time (UTC):** 24 October 1994 at 1237 hrs

**Location:** Hungary Hall Farm, Huntingdon

**Type of Flight:** Private

**Persons on Board:** Crew - 1                      Passengers - None

**Injuries:** Crew - None                      Passengers - N/A

**Nature of Damage:** Aircraft destroyed by fire

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 47 years

**Commander's Flying Experience:** 112 hours (of which 26 were on type)  
Last 90 days - None  
Last 28 days - None

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The pilot was carrying out an air test for the renewal of the aircraft's Permit to Fly. He completed the test and positioned the aircraft to land on Runway 09; when told that the surface wind was 260°/15 kt, he repositioned for Runway 27. Some turbulence was evident on the approach but it did cause the pilot undue concern. In the flare, at 85 kt and about 10 feet agl, the aircraft swung to the right and dropped suddenly; the pilot immediately applied power but was unable to prevent it striking the ground firmly, right wheel first. An eyewitness reported that the right landing gear detached at this stage. The aircraft left the runway to the right onto a rough area of long grass and headed directly towards a hangar. The pilot managed to steer the aircraft to the right of the hangar but not enough to prevent the left wing striking it; the aircraft caught fire immediately. When it came to rest the pilot, who was wearing full upper torso restraint, opened the canopy and escaped without injury.

The farm strip borders RAF Wyton and a meteorological report from that station, obtained shortly after the accident, indicated that the surface wind was 230°/13 kt. The pilot considered that turbulence, caused by the wind passing over farm buildings to the south west of the runway threshold, had been a factor in the accident; consequent windshear had been experienced at too low a height to allow recovery. He also commented that he found it difficult to open the canopy in the circumstances of the accident.