

## Pitts S-1C (Modified), G-SWUN

<b>AAIB Bulletin No:</b> 12/2004	<b>Ref:</b> EW/G2004/07/08	<b>Category:</b> 1.3
<b>Aircraft Type and Registration:</b>	Pitts S-1C (Modified), G-SWUN	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-E2A piston engine	
<b>Year of Manufacture:</b>	1972	
<b>Date &amp; Time (UTC):</b>	15 July 2004 at 1330 hrs	
<b>Location:</b>	Wickenby, Lincolnshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Engine shock loaded; upper wing, tail fin and wing tip damaged	
<b>Commander's Licence:</b>	Airline Transport Pilots Licence	
<b>Commander's Age:</b>	44 years	
<b>Commander's Flying Experience:</b>	7,500 hours (of which 10 were on type)	
	Last 90 days - 175 hours	
	Last 28 days - 16 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and subsequent AAIB telephone enquiries	

The pilot flew three circuits at the airfield, using Runway 33, which is some 600 metres long with a tarmac surface. The weather was benign, with a northerly wind at about 5 kts.

As he carried out a full-stop landing from the third circuit, and at a low speed, the pilot applied gentle braking. The aircraft suddenly and violently ground-looped to the right, the left lower wing tip and propeller striking the ground as it did so. The aircraft then pitched rapidly over its nose and came to rest inverted with the stern post taking most of the aircraft's weight. The pilot switched off the fuel supply and electrics, opened the canopy, and vacated the aircraft without injury.

The pilot commented that the Pitts S-1C is a very 'short-coupled' aircraft known for its lively behaviour on takeoff and landing and that in future he would endeavour to operate only from grass airfields. He also believes that his good quality five-point harness and the wearing of a crash helmet were significant in protecting him from injury.