

Pitts S-2A, G-SIIA

AAIB Bulletin No: 9/2002	Ref: EW/G2002/06/31	Category: 1.3
Aircraft Type and Registration:	Pitts S-2A, G-SIIA	
No & Type of Engines:	1 Lycoming AEIO-360-A1E piston engine	
Year of Manufacture:	1976	
Date & Time (UTC):	29 June 2002 at 1330 hrs	
Location:	Sherburn-in-Elmet, Yorkshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Aircraft damaged beyond economic repair	
Commander's Licence:	Private Pilots Licence	
Commander's Age:	52 years	
Commander's Flying Experience:	148 hours (of which 60 were on type)	
	Last 90 days - 34 hours	
	Last 28 days - 12 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The aircraft was returning to land at Sherburn-in-Elmet, Yorkshire after a cross country flight. Runway 29 was in use with a wind of about 260°/20 kt, gusting to 30 kt. The runway is 616 metres long with a grass surface. There are crops growing under the final approach path and a tarmac taxiway crosses the extended centreline just short of the runway threshold. The pilot described the flying conditions as "bumpy" but otherwise fine.

An aircraft on the runway prevented a landing from the first approach, and the pilot carried out a go around. The second approach proceeded uneventfully and, as was his normal practice, the pilot sideslipped the aircraft to position it on a short final approach. Just before the runway threshold the pilot levelled the wings and centralised the controls in preparation for the landing flare. However, almost immediately, the aircraft lost height and the wheel spats came into contact with the crops in the undershoot. The aircraft immediately slowed and sank further and, as the aircraft cleared the crops, the mainwheels hit the downwind lip of the taxiway short of the threshold. On contact with

this lip, the aircraft somersaulted and came to rest inverted on the taxiway. The pilot and passenger who were both wearing five point harnesses vacated the aircraft uninjured.

In his report the pilot considered the cause of the accident to be a sudden loss of height caused by turbulence and windshear on final approach.