

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Pitts S1 Special, G-MAXG	
<b>No &amp; Type of Engines:</b>	1 Lycoming IO-360-B1B piston engine	
<b>Year of Manufacture:</b>	2001	
<b>Date &amp; Time (UTC):</b>	10 May 2008 at 0817 hrs	
<b>Location:</b>	York (Elvington) Airfield, Yorkshire	
<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>	Damage to propeller, left aileron spade and wheel fairings	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	44 years	
<b>Commander's Flying Experience:</b>	250 hours (of which 46 were on type) Last 90 days - 12 hours Last 28 days - 9 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The aircraft touched down heavily in a three-point attitude causing the main gear legs to splay outwards and the propeller and left aileron spade to strike the runway.

impact and splayed outwards, allowing the propeller and left aileron spade to strike the runway. The pilot was able to taxi the aircraft back to the parking area and shut down.

**History of the flight**

The pilot was returning to land on Runway 08 after taking part in an aerobatic competition at the airfield. He decided to land part way down the 3,018 m runway to avoid a long taxi back to the parking area. He used a sideslip to maintain visibility with the runway. During the flare he removed the sideslip, but became aware too late of his higher than normal rate of descent and the aircraft hit the runway in a three-point attitude. The main landing gear legs absorbed the shock of

**Pilot's assessment of the cause**

The pilot reported that there were two factors that contributed to his heavy landing. First, he had closed the throttle to IDLE during the approach which is something he would rarely do in the Pitts S1. He stated that the Pitts S1 can lose airspeed rapidly when the throttle is set to IDLE and he probably inadvertently allowed this to happen while focusing on the runway during the final stages of the approach. The second factor was the long length and the width (60 m) of the

runway, which created a different perspective from the shorter runways on which he normally landed. He believes that if he had “aimed at the numbers” at the

beginning of the runway, rather than landing part way down the runway, he would have had improved visual cues for determining his rate and angle of descent.