

ACCIDENT

Aircraft Type and Registration:	Pitts S-1S Special, G-MAXG	
No & Type of Engines:	1 Lycoming IO-360-B1B piston engine	
Year of Manufacture:	2001 (Serial no: PFA 009-13233)	
Date & Time (UTC):	17 April 2016 at 1222 hrs	
Location:	Brighton Aerodrome, Yorkshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Impact damage to propeller, landing gear, wings, rudder and rear fuselage	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	52 years	
Commander's Flying Experience:	450 hours (of which 159 were on type) Last 90 days - 3 hours Last 28 days - 3 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

During his approach to land, the pilot had been advised to use the right side of the grass runway in use, Runway 28L, due to a waterlogged area. During his approach he had been side-slipping his aircraft to the left during his hold-off, to allow the aircraft ahead to clear the runway, but he had not realised his aircraft had drifted too far right. On touchdown, and after a small bounce, the right mainwheel ran off the runway into a ploughed surface and the aircraft pitched forward and spun around. Although the aircraft was damaged, the pilot was uninjured.

History of the flight

The pilot was on approach to landing after completion of his final flight during an aerobatic competition. Due to an area of the grass runway being waterlogged he had been advised to use the right side of the runway of the grass runway in use, Runway 28L, which was marked by cones. During his final approach, behind other landing traffic, he held off until the runway was clear and then set up for a normal three-point landing. The aircraft touched down close to the runway edge and after a small bounce the aircraft violently pitched forward and rotated through approximately 210°, coming to rest off the runway. The landing gear, propeller, wings, rudder and rear fuselage were damaged during the incident. The pilot was uninjured. Figure 1 shows the accident taking place.



Figure 1

Picture reproduced by kind permission of Mr Kenneth Wooley

Discussion

The pilot's analysis of the incident led him to conclude that in holding off he had been side-slipping to the left, normal for the conditions, and had not appreciated that his aeroplane had drifted right. His attention had been taken by the aircraft ahead and he had not realised that his aircraft was now too close the runway edge. On touchdown the right mainwheel ran off the runway into a deeply ploughed surface and the combination of asymmetric drag and forward speed caused the aircraft to pitch forward and rotate before coming to rest.