

## Jurca Sirocco, G-AZOS

<b>AAIB Bulletin No: 1/2004</b>	<b>Ref: EW/G2003/08/38</b>	<b>Category: 1.3</b>
<b>Aircraft Type and Registration:</b>	Jurca Sirocco, G-AZOS	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-E2A piston engine	
<b>Year of Manufacture:</b>	1975	
<b>Date &amp; Time (UTC):</b>	25 August 2003 at 1730 hrs	
<b>Location:</b>	Knockin Airstrip near Oswestry, Shropshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Damage to: empennage, fuselage, tip and leading edge of left wing, right wing, landing gear and propeller	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	43 years	
<b>Commander's Flying Experience:</b>	1,026 hours (of which 29 were on type)	
	Last 90 days - 5 hours	
	Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

### History of the flight

The pilot and his passenger were on a local area flight from Sleaf Airfield and they intended to land at Knockin Airstrip. The pilot was familiar with the airstrip at Knockin which is aligned 10/28 and has a length of 650 metres. He deliberately kept the aircraft high during the approach in order to provide clearance from a set of electricity wires located two fields short of the Runway 10 threshold. Once clear of the wires, he put the aircraft into a sideslip in order to lose sufficient height by the threshold. He then flared and "held off" the aircraft in order to make a three-point landing. The pilot estimated the speed reduced from about 80 KIAS during the approach to 65 KIAS at touchdown.

The mainwheels touched down on an undulation of the runway surface and the aircraft bounced becoming airborne again. The pilot stated that the bounce was not excessive, but, since he was unsure how much of the strip's length would remain after the next touchdown, he decided to go around. He applied full power but the left wing stalled and dropped. Despite the application of right rudder he was unable to stop the left wing contacting a hedge running along the edge of the strip. This caused the aircraft to ground loop through 450° with the propeller also hitting the hedge. At that point the

pilot closed the throttle and the engine stopped. The aircraft came to rest upright and across the strip at 90° to the centreline with both the pilot and passenger uninjured. After shutting down the aircraft they were able to vacate the cockpit unaided.

## **Analysis**

The pilot stated that in an attempt to make a good three-point landing he had let the airspeed reduce too much, which left him close to the stall at the moment when he attempted to go around. Holding the aircraft just above the ground in order to attain the three-point attitude before touching down also meant he had landed further into the strip than he would have liked. In hindsight, he thought he should have maintained a slightly higher airspeed and aimed for a firmer touchdown nearer the threshold. However it was unfortunate that having made the proper decision to go around, the aircraft had come into contact with the hedge.