

No: 5/90 **Ref: EW/G90/03/14** **Category: 1c**

Aircraft Type and Registration: Pitts S-1c Special, G-BOZS
No & Type of Engines: 1 Lycoming O-320 piston engine
Year of Manufacture: 1976
Date and Time (UTC): 29 March 1990 at 1017 hrs
Location: Stansted Airport, Essex
Type of Flight: Private
Persons on Board: Crew - 1 Passengers - None
Injuries: Crew - None Passengers - N/A
Nature of Damage: Propeller bent, left wing tip scraped, top wing broken in places and fin scraped
Commander's Licence Airline Transport Pilot's Licence
Commander's Age: 44 years
Commander's Total Flying Experience: 11,288 hours (of which 70 were on type)
Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot reports that on joining the circuit at Stansted Airport he extended the downwind leg sufficiently to ensure separation from landing jet traffic. He flew the approach to runway 23 at a slightly higher speed than normal, due to the long runway and a desire to be expeditious at an international airport. After flaring into the three point attitude at an airspeed about 8 mph higher than usual, the aircraft was landed normally and initially ran straight. However it then appeared to be caught by a slight gust of wind and simultaneously there was a considerable jolt as the right main landing gear ran over a centre-line light. The left wing dropped and, despite the application of full opposite aileron, the pilot could not prevent the lower left wing tip from scraping the runway. The aircraft next yawed to the left, righted itself and then yawed to the right before it suddenly nosed over and came to rest inverted. After turning off the fuel and magnetoes the pilot vacated the aircraft via the sliding canopy. He was uninjured.

The weather at the time was fine with a surface wind of 280/08kts. The pilot considers that it is possible that the gust he experienced shortly after touch down could have been due to the presence of vortices generated by the landing jet traffic.

At the end of a very clear and comprehensive accident report the pilot makes an important safety observation. At the time of the accident he was wearing full restraint harness and a protective helmet. He purchased the helmet after reading a recent safety digest published by the CAA, which described an accident where a pilot, who had not been wearing a protective helmet, was knocked unconscious in an accident and perished in the subsequent fire. When the Pitts B-BOZS overturned at Stansted the pilot's head hit the roof of the canopy, and the wearing of a protective helmet prevented any head injury.

Year of Manufacture:	1976
Date and Time (UTC):	29 March 1990 at 1013 hrs
Location:	Stansted Airport, Essex
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - None Passengers - NA
Nature of Damage:	Procedural error, left wing tip scraped, top wing broken in places and fin scraped
Commander's Licence:	Aviation Transport Pilot's Licence
Commander's Age:	44 years
Commander's Total Flying Experience:	11,288 hours (of which 70 were on type)
Information Source:	Aircraft Accident Report Form submitted by the pilot

The pilot reports that on joining the circuit at Stansted Airport he extended the downwind leg and intended to ensure separation from landing jet traffic. He flew the approach to runway 23 at a slightly higher speed than normal, due to the long runway and a desire to be expeditious at an international airport. After flaring into the three point attitude at an airspeed about 8 mph higher than usual, the aircraft was landed normally and initially ran straight. However it then appeared to be caught by a slight gust of wind and simultaneously there was a considerable jolt as the right main landing gear ran over a centre-line light. The left wing dropped and, despite the application of full opposite aileron, the pilot could not prevent the lower left wing tip from scraping the runway. The aircraft next yawed to the left, righted itself and then yawed to the right before it suddenly nosed over and came to rest inverted. After turning off the fuel and magnetos the pilot vacated the aircraft via the sliding canopy. It was damaged.

The weather at the time was fine with a surface wind of 28008kts. The pilot considers that it is possible that the gust he experienced shortly after touch down could have been due to the presence of vortices generated by the landing jet traffic.