

**No: 10/91**

**Ref: EW/G91/08/08**

**Category: 1c**

**Aircraft Type and Registration:** Beagle Auster A61 Terrier, G-ARLP

**No & Type of Engines:** 1 De Havilland Gipsy Major 10 Mark 1-1 piston engine

**Year of Manufacture:** 1960

**Date & Time (UTC):** 4 August 1991 at 1440 hrs

**Location:** Truleigh Farm Strip, near Shoreham, Sussex

**Type of Flight:** Private

**Persons on Board:** Crew - 1 Passengers - 1

**Injuries:** Crew - Minor Passengers - None

**Nature of Damage:** Both wings and struts damaged; fin & rudder flattened; fuselage distorted; propeller tips & engine cowlings bent

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 56 years

**Commander's Flying Experience:** 697 hours (of which 4 were on type)

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The aircraft was on a local flight from the private airstrip at Thurleigh Farm with a pilot and his nine year old grandson on board. The airstrip is situated about 4 nm north of Shoreham aerodrome. The grass runway is aligned east/west and measures approximately 400 by 37 metres. The first third of the westerly runway is on a slight up slope with tall trees on either side.

The pilot reports that after an hour's flying in the Brighton-Saltdean Lewes area he was returning to land at the airstrip. He checked the Shoreham weather and was advised that the aerodrome surface wind was 190°/200° at 12 knots. He flew a left hand circuit at Thurleigh for an approach and landing on the westerly runway. The first approach was normal, flown at 55 knots, and the pilot was aware of the cross wind and possible turbulence caused by the tall trees. After touch down the aircraft started to swing to the right and he immediately applied full power, retracted the flaps and climbed away for a second approach.

The second approach was again considered to be normal and a good three point touch down was achieved. The aircraft was controlled on the ground on a straight heading, however, as it crested the rise of the initial up slope, the pilot considered that the ground speed was too high. He applied the

wheel brakes which were immediately effective and the tail lifted causing the propeller to contact the ground whereafter the aircraft nosed over and came to rest inverted. Both occupants were restrained by full 4-point harnesses which held throughout the accident sequence. There was no fire.

When the aircraft came to rest, the pilot found that he was restrained in his seat inverted, with his head in contact with the broken canopy top. His young passenger was hanging inverted in his harness. He supported the passenger's head and instructed him to release his harness. Both occupants vacated the aircraft through the left side entry/exit door.