

Beagle B121 Series 2, G-AZFA

AAIB Bulletin No: 9/2002 Ref: EW/G2002/06/26 Category: 1.3

Aircraft Type and Registration:	Beagle B121 Series 2, G-AZFA	
No & Type of Engines:	1 Lycoming O-320-A2B piston engine	
Year of Manufacture:	1969	
Date & Time (UTC):	22 June 2002 at 1715 hrs	
Location:	Sandown, Isle of Wight	
Type of Flight:	Training	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to nose wheel, propeller, spinner, cowlings and distortion under pilots seat	
Commander's Licence:	Private Pilots Licence	
Commander's Age:	62 years	
Commander's Flying Experience:	180 hours (of which 32 were on type)	
	Last 90 days - 11 hours	
	Last 28 days - 3 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The intention of the flight was to carry out practise precision landings and these were being carried out on runway 23. The wind was 230°-245°/10 kt, gusting 15 kt, and the visibility was 10 km. Two right hand circuit touch and goes were carried out with normal approaches and landings. On the third approach, as the aircraft passed over trees on final approach, there was slight turbulence and the stall warning system produced a single 'bleep'. Just as it was flared for landing, the aircraft appeared to suffer an instantaneous loss of lift, causing it to land heavily. The aircraft then travelled forward a short distance after which the nose dropped. The engine was shut down, emergency procedures carried out and the aircraft vacated by the pilot and the passenger; no injuries were sustained. The fire service arrived within one minute and assisted in removing the aircraft to the southern taxiway.

Subsequent examination revealed that the nose wheel had detached, that the propeller tips were bent backwards due to contact with the runway surface and that the spinner was broken. Also, the undersides of the engine cowls were dented and there was distortion of the structure in the area below the pilots seat.

During the flare, the pilot did not recall any stall warning or airframe buffet and he attributed the cause of the accident to a wind shift or downdraft at the time the aircraft was flaring.