

AAIB Bulletin No: 5/94

Ref: EW/G94/03/08

Category: 1.3

Aircraft Type and Registration: Beagle B121 Series 2 Pup, G-AZCZ

No & Type of Engines: 1 Lycoming O-320-A2B piston engine

Year of Manufacture: 1970

Date & Time (UTC): 20 March 1994 at 1620 hrs

Location: Cardiff Airport, Wales

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Nose landing gear collapsed, propeller bent

Commander's Licence: Private Pilot's Licence

Commander's Age: 41 years

Commander's Flying Experience: 105 hours (of which 17 were on type)
Last 90 days - 7 hours
Last 28 days - 4 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot reports that, towards the end of a return flight from Swansea, he was instructed by Cardiff ATC to join left hand downwind for Runway 30 and to report before turning left base. When he reported this position he was instructed to carry out a right hand orbit. After several orbits, Cardiff ATC instructed him to continue towards final approach as No 2 in traffic. After reporting that he had the traffic ahead in sight he was subsequently cleared to land. The approach appeared normal and, with full flap selected, the aircraft was trimmed to an airspeed of 70 to 75 kt and the PAPI indications - two white, two red - showed that the aircraft was close to the ideal descent path. As the aircraft crossed the runway threshold, power was reduced and the pilot anticipated a normal touchdown. The next thing he can remember is that the nose of the aircraft was in contact with the runway and the aircraft slid to a halt. He switched off the fuel and electrical services and together with his passenger, evacuated the aircraft without injury.

The weather conditions were fine with a scattered cloudbase at 3,000 feet and a surface wind of 230°/06 kt. In a frank and detailed accident report the pilot can offer no explanation as to the cause of this accident.