

## Beagle A.61 Series 2, G-AYDX

**AAIB Bulletin No: 5/98 Ref: EW/G98/01/05 Category: 1.3**

<b>Aircraft Type and Registration:</b>	Beagle A.61 Series 2, G-AYDX
<b>No &amp; Type of Engines:</b>	1 De Havilland Gipsy Major 10 Mk 1.1 piston engine
<b>Year of Manufacture:</b>	1968
<b>Date &amp; Time (UTC):</b>	10 January 1998 at 1555 hrs
<b>Location:</b>	Aston Down Airfield, Gloucestershire
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 1 - Passengers - None
<b>Injuries:</b>	Crew - None - Passengers - N/A
<b>Nature of Damage:</b>	Substantial to fin, rudder, propeller, front cowling and left wing
<b>Commander's Licence:</b>	Private Pilot's Licence
<b>Commander's Age:</b>	52 years
<b>Commander's Flying Experience:</b>	155 hours (of which 116 were on type) (+2,000 hours on gliders) Last 90 days - 3 hours Last 28 days - 1 hour
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

The pilot, who had successfully completed a glider aerotow to 3,000 feet, descended to make an approach to grass Runway 21. The weather was fine with a visibility of 12 km and a surface wind of 180°/10 to 12 kt. The landing area was 2,100 feet in length and was to the right of the glider launching zone. Beyond the landing surface was an area of cultivated farmland comprising a new crop of winter wheat. The landing direction was into the setting sun and on the left of the touchdown zone was a glider that had landed previously.

The aircraft crossed the public road on short finals at a height of 300 feet as due allowance had been made for the trailing aerotow rope. The pilot was aware of the glider in the landing zone being recovered to his left and directed his attention to it as he touched down. He reported that this distraction probably caused him to delay selecting idle power for some 2 to 3 seconds which

subsequently caused the aircraft to touchdown further into the landing area than normal. The transition between the landing surface and the cultivated farmland beyond was indistinct from the pilot's viewpoint and he was not aware of the landing distance remaining as he applied the heel brakes. The aircraft overran the end of the landing area at a speed of approximately 10 to 15 kt. The wheels sank into the softer surface and although the pilot applied full rearward stick he was not able to prevent the aircraft slowly pitching inverted. The pilot raised his arms to protect his head during the impact and was able to vacate the aircraft without injury.

The pilot reported that the option of increasing power and going around did not occur to him during the touchdown because he had subconsciously reverted to his previous 29 years experience of landing in gliders where that option was not available.