

DHC-1 Chipmunk 22, G-BWJZ

AAIB Bulletin No: 12/99 **Ref:** EW/G99/08/21 **Category:** 1.3

Aircraft Type and Registration: DHC-1 Chipmunk 22, G-BWJZ

No & Type of Engines: 1 De Havilland Gipsy Major 10 MK2 piston engine

Year of Manufacture: 1952

Date & Time (UTC): 22 August 1999 at 1104 hrs

Location: Bagby Airfield, near Thirsk, North Yorkshire

Type of Flight: Private (Training)

Persons on Board: Crew - 2 - Passengers - None

Injuries: Crew - Minor - Passengers - N/A

Nature of Damage: Severe damage to left wing tip, left main landing gear and propeller

Commander's Licence: Private Pilot's Licence

Commander's Age: 40 years

Commander's Flying Experience: 485 hours (of which 200 were on type)

Last 90 days - 32 hours

Last 28 days - 7 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

Two pilots were to carry out a local flight involving aerobatics. The aircraft owner was seated in the front seat and was the handling pilot; in the rear seat was an experienced aerobatics pilot. The weather was clear with a north easterly wind of 5 to 10 kt.

The pilot taxied for Runway 24, which is grass and has a downhill slope. During the take-off run, with the first stage of flap selected, the left side of the engine cowling was seen to be open and flapped up slightly. Given the short runway, there was insufficient distance remaining in which to stop and the pilot continued the take off, reducing power when airborne. The reduction in power combined with a left turn prevented the cowling from flapping up. A low level left hand circuit was flown at 50 kt with the flap setting remaining at the first stage. Following the final approach the pilot rounded out at about 5 to 10 feet above the runway. The aircraft then stalled, with the left wing dropping and its tip struck the ground heavily bending it upwards approximately 30° at a point one third of the distance in from the tip. The left main landing gear also struck the runway

twisting to the left through some 70° but remaining attached. The aircraft nosed over bringing the aircraft to an abrupt stop the propeller also having struck the ground.

The front seat pilot, who was wearing a full harness, struck his head on some redundant radio switches mounted on top of the instrument coming. He was able to carry out the emergency drills isolating the fuel and electrical systems and both pilots exited the aircraft by sliding back the canopy in the normal way.

There was no post crash fire but the emergency services attended within 5 to 10 minutes. The pilot considered that his low approach speed combined with the tail wind caused the aircraft to stall during the round out.