

No: 7/85

Ref: EW/G85/03/08

Aircraft type and registration: Beagle B121 Pup II G-AVLN (light single engine fixed wing aircraft)

Year of Manufacture: 1969

Date and time (GMT): 17 March 1985 at 1755 hrs

Location: Prestwick Airport

Type of flight: Private (pleasure)

Persons on board: Crew — 1 Passengers — 1

Injuries: Crew — None Passengers — None

Nature of damage: Damage to nosewheel, propeller, starboard undercarriage

Commander's Licence: Private Pilot's Licence with IMC, Night and Instructors ratings

Commander's Age: 41 years

Commander's total flying experience: 1620 hours (of which 5 were on type)

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

The aircraft took off from Turnberry, some 14 miles south west of Prestwick, and flew towards Prestwick in the company of a Cessna 150 aircraft. At the Heads of Ayr reporting point, in response to a request from Prestwick Air Traffic Control, the pilot of G-AVLN acknowledged that he would take No 2 position to the Cessna on finals. The aircraft then proceeded to right base for runway 13 and made two orbits to allow the Cessna to clear the runway. In view of the fact that G-AVLN was high in relation to the threshold, carburettor heat was applied and a glide approach commenced. At approximately 500 ft, after turning onto final approach, power was re-applied in order to reduce the descent rate. The engine did not respond however, the throttle was pumped and fuel pressure was noted, but the engine failed to pick up although the propeller continued to windmill.

The pilot elected to fly on approach to the left of the runway centreline in order to avoid striking the approach lights and the ILS localiser. After clearing the boundary fence, the aircraft stalled at a height of approximately 8 ft and landed heavily well short and to the left of the threshold, causing damage to the nose and starboard undercarriage assemblies and to the propeller.

Following the accident, some 5 gallons of fuel were recovered from the aircraft (1 gallon per side being considered unusable). No defect was found which could account for the power loss, although the engine has not yet been test run.