

ACCIDENT

Aircraft Type and Registration:	DHC-1 Chipmunk 22, G-BXCP	
No & Type of Engines:	1 De Havilland Gipsy Major 10 MK.2 piston engine	
Year of Manufacture:	1952 (Serial no: C1/0744)	
Date & Time (UTC):	22 September 2016 at 1400 hrs	
Location:	Bagby (Thirsk) Airfield, Yorkshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Right side of fuselage wrinkled and right wing and tailplane badly damaged	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	70 years	
Commander's Flying Experience:	14,578 hours (of which 22 were on type) Last 90 days - 7 hours Last 28 days - 2 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

There was no air/ground radio service at Bagby so, before landing, the pilot checked the surface wind at a nearby airfield; it was from 240° at 10 kt. He was very familiar with Bagby and had landed a Chipmunk there six times in the previous four days. On this occasion, he elected to take advantage of the 2.6% upslope on Runway 06 and land downwind. He knew the landing distance required was sufficient, given the grass surface was short and dry, but stated he would have used Runway 24 if he thought the wind was stronger than 10 kt.

A normal approach was flown to a three-point landing and the pilot held the control stick fully back as the aircraft slowed. He maintained directional control using differential braking until, at a speed of 20-25 kt, the aircraft swung left and would not respond to further application of right brake. It veered off the runway and the pilot was unable to halt it before the right wing and tailplane struck a hangar. He made the aircraft safe and vacated without assistance.

The pilot concluded that the swing to the left may have been due to the wind gusting or shifting direction.