

Accident

Aircraft Type and Registration:	Beagle B121 Series 1 Pup, G-AXOZ	
No & Type of Engines:	1 Continental Motors Corp O-200-A piston engine	
Year of Manufacture:	1969 (Serial no: B121-115)	
Date & Time (UTC):	30 January 2025 at 1612 hrs	
Location:	Bagby Airfield, North Yorkshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Wing structure, landing gear, fuselage skin and side panel damage	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	66 years	
Commander's Flying Experience:	1,287 hours (of which 49 were on type) Last 90 days - 3 hours Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The pilot was carrying out practise touch and go circuits at Bagby Airfield. After the second circuit, as he approached to carry out a touch-and-go, the aircraft drifted off the centre line. As the pilot flared the aircraft it struck a hedge near the runway to the right of the touchdown area. This caused the aircraft to veer into a muddy field, where it remained upright and came to a stop. The aircraft sustained damage during the impact; the pilot was uninjured. The accident resulted from low sun dazzle during the approach causing the pilot to lose sight of and misidentify his touchdown aiming point.

History of the flight

The pilot was carrying out a local flight as part of a skills refresher and had flown back to Bagby Airfield to carry out touch-and-go circuits. It was late in the afternoon with a low setting sun and the pilot observed some dazzle effect during his first circuit. After his second circuit he made an approach to Runway 24 to carry out another touch-and-go. As he flared the aircraft, at a low power setting, the aircraft struck a hedge near the runway and contacted the ground to the right of the touchdown area. It veered to the right approximately 10° off the runway heading and rapidly came to a stop in a muddy field next to the runway. The pilot was uninjured, but the aircraft sustained wing, landing gear, fuselage skin and side panel damage.

Pilot's comments

The pilot considered there were several factors which led to the accident. The wind conditions at the time were 330° at 10 to 15 kt which, in the pilot's opinion, gave him the option of using Runway 06 but he assumed there would be a slight downwind effect. However, there was a 90° crosswind component on either runway. In choosing to carry out a touch-and-go on Runway 24 rather than Runway 06, which was normal practice at Bagby in these wind conditions, the risk of low sun causing dazzle that he had already observed in the circuit, continued to be a factor. At first, the approach was visually unhindered, and he could clearly see the touchdown point. But as the sun dazzle became more pronounced, he drifted off the runway centre line. He considered the low sun created poor runway definition which meant he had mis-identified his aiming point, but he committed to continuing instead of initiating a go-around. He also thought that there was a determination to achieve the required number of landings for currency under the 90 day¹ rule after a period of non-flying, which might have affected his decision making.

Footnote

- ¹ The 90-day rule published in the CAA Skyway Code is summarised as follows: In order to carry passengers, a pilot must have completed three take offs and landings in a preceding 90-day period as the sole manipulator of the controls in the same type or class of aircraft to be used on the flight.