No: 12/91 Ref: EW/G91/09/19 Category: 1c

Aircraft Type and Registration: Beagle B121 Series 2 Pup, G-AXNR

No & Type of Engines: 1 Lycoming O-320-A2B piston engine

Year of Manufacture: 1969

Date & Time (UTC): 29 September 1991 at 1135 hrs

Location: Brookfield Farm, Great Stukeley, Huntingdon

Type of Flight: Private

Persons on Board: Crew - 2 Passengers - 1

Injuries: Crew - 1 serious Passengers - None

1 minor

Nature of Damage: Damaged beyond economic repair

Commander's Licence: Private Pilot's Licence

Commander's Age: 47 years

Commander's Flying Experience: 196 hours (of which 70 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

The grass airstrip at Brookfield Farm was 600 metres long and orientated 03/21. The surface wind was 270°/5 kt and runway 21 was being used. The pilot flew four circuits, with a qualified pilot in the right-hand seat. A fullstop landing was carried out and another pilot, again experienced on type, took the right-hand seat. Shortly after take-off, there was a shower of rain at the field. The circuit and approach were normal, and the pilot reported that she touched down, on speed, about 300 metres into the strip. When the brakes were applied, less than normal retardation was experienced and the aircraft skidded to the right. The brakes were momentarily released, and then reapplied when the drift to the right had been corrected. The aircraft left the grassed area, at what was estimated to be a normal walking pace, and ran onto soft, tilled ground; it pitched forward and came to rest inverted.

The fuselage was distorted by the impact and the occupants, who were both wearing full upper torso restraint, were unable to open the doors. The pilot in the right-hand seat smashed both door windows, and assisted the other pilot to escape. The evacuation took about two minutes; no emergency services were immediately available.

The pilot reported that it was normal to land well into the strip due to the approach being affected by buildings and power cables. On this occasion, not only was the grass wet but she noted that the wind had dropped and the direction had become variable.

No & Type of Engines:

(1) 1.0 voming O-215-12C quanton engine (2) 1 the Haviliano Gipsy Major 10 pisson engine (3) 1981

(2) 1981

Date & Time (UTC):

Complete of Flight:

Private

Crew - (1) 1 (2) 1 Passengers - (1) Passengers

The Chipmunk was returning to the Air Experience Hight dispersal area after Lording on Rumway 26 at Edinburgh Airport. The Cessua was parked facing anto wind, across the taxiway at block 35, as directed by ATC, in order to complete pre-departure engine run up and checklist items. The Chipmunk was instructed by the Ground Movement Controller to taxi to the dispersal area via the Northern taxiway and to take the first left turn. This routing would have kept the Chipmunk clear or brock 35. The Chipmunk pilot reported that, due to poor radio reception, he interpreted this instruction to mean return to dispersal via the normal routing, which was along the taxiway across block 35. Acknowledgement of the ATC message was given by the Chipmunk pilot vinhout specific read back of the instruction. The Cessua pilot heard the instruction given to the Chipmunk, and observed that it did not take the appropriate left turn and was proceeding on a collision course with his aucrals. The