

ACCIDENT

Aircraft Type and Registration:	Jodel D112, G-BHNL
No & Type of Engines:	1 Continental Motors Corp A65-8F piston engine
Year of Manufacture:	1963 (Serial no: 1206)
Date & Time (UTC):	22 September 2012 at 1130 hrs
Location:	MOD Airfield at Thorney Island, Hampshire
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Substantial to wings, propeller and cowling
Commander's Licence:	National Private Pilot's Licence
Commander's Age:	68 years
Commander's Flying Experience:	613 hours (of which 61 were on type) Last 90 days - 13 hours Last 28 days - 9 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The aircraft had just touched down at Thorney Island on Runway 01 in a crosswind: the reported wind was 90° at 9 kt. The pilot used the wheel landing technique¹ to land in order to “maintain direction” during the ground roll. Initially, directional control of the aircraft was maintained but, as it slowed and the tail was lowered, the aircraft swung “violently” to the right, into wind.

The pilot overcorrected with left rudder which caused an opposite swing and veer to the left. He reported that an “uncontrollable oscillation” then developed and the aircraft collided with a wooden post and the fencing that boarded the left side of the concrete runway. The pilot, who was uninjured, made the aircraft safe before vacating.

Footnote

¹ There are two techniques to landing tailwheel aircraft: one is to land on all wheels simultaneously, known as a three-point landing, where the aircraft is effectively stalled onto the ground; the other is the wheel landing where the touchdown is made with the aircraft in an approximately level attitude and the tailwheel held clear of the runway – this technique results in a higher final approach airspeed, beneficial in turbulent or crosswind conditions.