

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Jodel D117A, G-ASJZ	
<b>No &amp; Type of Engines:</b>	1 Continental Motors Corp C90-14F piston engine	
<b>Year of Manufacture:</b>	1958	
<b>Date &amp; Time (UTC):</b>	10 June 2006 at 1446 hrs	
<b>Location:</b>	Old Buckenham Airfield, Norfolk	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Damage to propeller blades, right wing, landing gear and engine underside	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	71 years	
<b>Commander's Flying Experience:</b>	827 hours (of which 357 were on type) Last 90 days - 12 hours Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

### Synopsis

During the landing flare the aircraft experienced a gust and drifted over the left edge of the runway. The pilot attempted a go-around but this was unsuccessful and the aircraft touched down on rough ground to the side of the runway.

### History of the flight

The aircraft was landing at Old Buckenham Airfield following a group of visiting aircraft that had already landed successfully. Old Buckenham Airfield has three runways; one grass Runway 02/20 and two Runways 07/25, one grass and the other asphalt. G-ASJZ was using asphalt Runway 07 which has a Landing Distance Available (LDA) of 640 m and a 2% upslope.

The wind broadcast via the Air/Ground radio station was 120°/12 kt.

The pilot reported a significant crosswind from the right and he used a 'crab' technique to offset the aircraft heading and track down the extended runway centreline. Just prior to crossing over the runway threshold, the pilot aligned the aircraft heading with the runway centreline using rudder and maintained the track along centreline with a wing down technique. While still airborne, having travelled around 140 m along the runway from the threshold, the aircraft experienced a rapid drift which took it over the left hand edge of the runway. The pilot attempted to go-

around by applying full power and turning the aircraft into wind to bring it back over the runway. However, this did not prevent the aircraft from touching down on rough ground to the left of the runway, approximately 240 m from the runway threshold. The aircraft slewed around in an anticlockwise direction, collapsing the landing gear, removing the propeller tips and tailwheel, and causing damage to the underside of the engine and the right wing. The aircraft came to rest 100 m from the left hand side of the runway facing back towards Runway 07 threshold. Both the pilot and passenger were uninjured and exited the aircraft unaided.

### **Discussion**

The pilot attributed the cause of the accident to a sudden gust. The poor climb capability of the Jodel at low speed and over an uphill slope prevented a successful go-around manoeuvre. The outside air temperature was 25° to 27°C which would also have affected the climb performance. He also considered it was possible that he may have inadvertently applied some nose-up elevator in an attempt to clear the ground which could have stalled the aircraft whilst still airborne.