

# Jodel DR1051, G-AYLF

**AAIB Bulletin No: 11/2000**    **Ref: EW/G2000/09/11**    **Category: 1.3**

**Aircraft Type and Registration:**    Jodel DR1051, G-AYLF

**No & Type of Engines:**    1 Continental O-200-A piston engine

**Year of Manufacture:**    1964

**Date & Time (UTC):**    12 September 2000 at 1220 hrs

**Location:**    Fenland, Lincolnshire

**Type of Flight:**    Private

**Persons on Board:**    Crew - 1 - Passengers - None

**Injuries:**    Crew - Minor - Passengers - N/A

**Nature of Damage:**    Significant to undercarriage, brakes and fuselage

**Commander's Licence:**    Private Pilot's Licence

**Commander's Age:**    71 years

**Commander's Flying Experience:**    462 hours (of which 85 were on type)  
Last 90 days - 5 hours  
Last 28 days - Nil

**Information Source:**    Aircraft Accident Report Form submitted by the pilot

The aircraft, a light tailwheeled monoplane, was being flown to Fenland Airfield on a landaway exercise. The pilot had visited Fenland before but not recently.

The surface wind on arrival was 240° at 12 to 14 kt, and the pilot was therefore surprised to learn that Runway 36 was in use. Nevertheless, he completed the landing normally and after touchdown he applied into-wind aileron and a large amount of right rudder to keep straight, but despite the applied aileron the left wing lifted.

The Jodel DR 1051 has a handbrake which applies brake pressure to both wheels; differential braking is achieved by using the handbrake with rudder applied or by using full rudder without the handbrake. In an attempt to lower the left wing the pilot reduced the right rudder input and applied gentle braking. Although these actions were effective in lowering the wing, the reduced rudder input combined with the gusting wind caused the aircraft to weathercock to the left. The aircraft departed from the runway, and initially the pilot was content that the aircraft would remain on the grass to the left of the runway. Unfortunately a drainage channel to the west of Runway 36, which is depicted in the diagram of the airfield layout, was unseen by the pilot and the aircraft came to

rest in the channel having sustained significant damage to the undercarriage, airbrakes and fuselage.

In his report the pilot stated that, with the benefit of hindsight, he should have requested to land on Runway 26. The CAA General Aviation Safety Sense leaflet 'Good Airmanship Guide' states 'If another runway which is more into wind is available ask Air Traffic if you can use it. You may have to wait a few minutes while they fit you in with other traffic.'