No: 9/89

Ref: EW/G89/06/05

Category: 1c

Aircraft Type

and Registration:

Jodel DR1050, G-AYMT

No & Type of Engines:

1 Rolls-Royce Continental O-200-A piston engine

Year of Manufacture:

1963

Date and Time (UTC):

2 June 1989 at 1545 hrs

Location:

Great Dalby disused Airfield, Melton Mowbray, Leicestershire

Type of Flight:

Private (pleasure)

Persons on Board:

Crew - 1

Passengers - 3

Injuries:

Crew - 1 (minor)

Passengers - 1 (serious)

2 (minor)

Nature of Damage:

Substantial airframe damage including total detachment of right wing

Commander's Licence:

Private Pilot's Licence

Commander's Age:

41 years

Commander's Total

Flying Experience:

815 hours (of which 225 were on type)

Information Source:

Aircraft Accident Report Form submitted by the pilot

On the morning of 2 June 1989 the aircraft had been flown from Hucknall to Lydd airport in order to pick up the pilot's two children. The pilot reports that before departing Hucknall he had obtained sufficient weather information to satisfy himself that the flights could be conducted safely within the time scale that he envisaged. The weather on the flight to Lydd was CAVOK and before departing Lydd the pilot checked that the weather at East Midlands Airport had not deteriorated. His planned VFR route back was Lydd direct to Weathersfield and then direct to Hucknall. The aircraft took off from Lydd at 1415 hrs with the pilot and a colleague in the two front seats and the children in the rear seats.

The weather on the return flight still appeared to be good and the pilot decided, when north of Weathersfield to overfly the military airfields above 3000 feet and not to use the Lower Airspace Radar Advisory Service (LARS). When approaching the eastern boundary of the East Midlands Special Rules Area, the pilot changed the VHF radio frequency to 119.65 and listened out on Castle Donnington Approach, but did not call them. At this time he was flying at 2500 feet, and reports that he was aware of the position of a 1500 feet high TV transmitter aerial mast which is sited close to his intended track. Shortly after passing the aerial mast he could see rain showers ahead of him. He initially decided to continue but then heard Castle Donnington reporting very severe weather and a

flooded runway. This caused him to decide to turn back and he reports that he considered diverting to Leicester Airport. As the aircraft turned south the weather deteriorated with rain and a lowering cloud base and the pilot was forced to descend to 1500 feet in order to maintain visual contact with the ground. He became uncertain of his position relative to the TV mast and reports that due to the weather conditions decided to make a precautionary landing.

The aircraft overflew an airfield which did not appear to have crosses marked on the runway, and the pilot could see a glider parked on the runway about quarter distance in from the north-west threshold. He assumed the airfield to be Saltby. He flew one low pass along the runway in an attempt to alert people on the ground and prompt them to move the glider. Then, as the weather was rapidly deteriorating further, decided to land over the glider towards the south-east. He completed a tight left hand circuit and reports that, when he was approaching the glider and just about to commence to flare, the aircraft suddenly pitched down, hit the runway hard with the nose section and stopped. The front of the nose section had sustained substantial damage and the pilot and front seat passenger released themselves and vacated the wreckage. Bystanders who had witnessed the accident released the children from the rear seats. There was no fire. The front seat occupants were restrained by lap and diagonal upper torso harness, the rear seat occupants by lap straps only. All had suffered injuries and were transferred to the Leicester Royal Infirmary.

The pilot was subsequently informed that the accident had occurred at the disused airfield at Great Dalby which is 8 nm south-west of Saltby, and that the aircraft had struck some 11,000 volt electricity cables which cross the runway. The glider had been parked underneath the cables in order to mark their position for an aircraft tug pilot who had been expected to arrive on the same afternoon. The cables are unmarked and reported to be difficult to see from the air.