

Jodel D112, G-BIAH, 14 June 1997

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Aircraft Type and Registration:	Jodel D112, G-BIAH
No & Type of Engines:	1 Continental A65-8F piston engine
Year of Manufacture:	1964
Date & Time (UTC):	14 June 1997 at 1220 hrs
Location:	Kingsmuir Farm by Anstruther, Fife, Scotland
Type of Flight:	Private
Persons on Board:	Crew -1 - Passengers - None
Injuries:	Crew - None - Passengers - N/A
Nature of Damage:	Engine shock loaded and propeller destroyed. Damage to canopy frame and wing fabric
Commander's Licence:	Private Pilot's Licence
Commander's Age:	48 years
Commander's Flying Experience:	706 hours (of which 630 were on type) Last 90 days - 5 hours Last 28 days - 4 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

After 20 minutes flying, the pilot was making an approach to land on Runway 06; the weather was good and the surface wind was easterly at less than 5 kt. The pilot was familiar with the grass landing strip which has a slight down slope and is 620 metres long. Approximately 300 metres short of the strip, there is an electric power line suspended on wooden poles running almost at right angles to the approach path; the power line is an estimated 20 feet above the ground. During his approach, the pilot was conscious of the down slope and the fact that there were two aircraft parked at the eastern end of the strip. With the existing light surface wind, he wanted to touchdown at the threshold and, as the Jodel D112 has no flaps or airbrakes, he established quite a 'Flat' approach. Although he knew the position of the power line, he did not see it until he was almost on top of it and was suddenly aware of the aircraft sinking. The aircraft wheels contacted the power line and G-BIAH was brought forcibly to the ground; with his approach speed of 40 kt, the pilot was surprised at the relative gentleness of the retardation.

The pilot acknowledged that the accident was caused by his flying too low during the approach because of his concerns about the slope, the light wind and the parked aircraft. Since then, the owner of the airstrip has been in consultation with the power company to try and put the power lines underground in the area of the approach.