

Jodel D112, G-AZHC

AAIB Bulletin No: 5/2004	Ref: EW/G2004/02/08	Category: 1.3
Aircraft Type and Registration:	Jodel D112, G-AZHC	
No & Type of Engines:	1 A65-8F piston engine	
Year of Manufacture:	1958	
Date & Time (UTC):	20 February 2004 at 1515 hrs	
Location:	Caernarfon Airfield, Gwynedd	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Propeller broken and damage to exhaust	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	56 years	
Commander's Flying Experience:	315 hours (of which 209 were on type)	
	Last 90 days - 7 hours	
	Last 28 days - 3 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

History of the flight

The pilot had flown the aircraft from Netherthorpe to Caernarfon Airport with the intention of returning to Netherthorpe after refuelling. The weather at Caernarfon for the departure was surface wind 040°/30 kt with scattered cloud at 4,500 feet. The pilot taxied from the parking area to the holding point for Runway 02 with the wind from behind the aircraft. He ensured that the control column was forward in order to prevent the wind from getting under the elevator and lifting the tail. At the holding point, he turned the aircraft into wind and carried out the power checks. With these completed the pilot applied approximately 20% to 30% power with the control column aft, to start the aircraft moving and then he applied left differential braking and rudder to turn the aircraft to the left in order to follow the taxiway and line up on Runway 02. As the aircraft turned and the wind came from abeam, the tail began to lift. Before the pilot could correct the situation the propeller struck the surface of the taxiway. The Airport RFFS attended the aircraft and the pilot, who was uninjured, vacated it through the normal exit.

Analysis

The pilot considered that the reason for the accident was not moving the control column forward as he had done when taxiing from the parking area. With power applied, the strong wind from the right had prevented the propeller wash from reaching the tail. The pilot was surprised at the speed with which

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the tail lifted and he was unable to reduce the left brake or reduce the power, which he thought would have prevented the accident by allowing the aircraft to weathercock into wind.