

**AAIB Bulletin No: 9/95**

**Ref: EW/G95/06/23**

**Category: 1.3**

**Aircraft Type and Registration:**

- i) Jodel D117, G-ATIZ
- ii) Piper PA-28-180 Cherokee, G-ATLW

**No & Type of Engines:**

- i) 1 Continental C90-14F piston engine
- ii) 1 Lycoming O-360-A3A piston engine

**Year of Manufacture:**

- i) 1957
- ii) 1965

**Date & Time (UTC):**

30 June 1995 at 1810 hrs

**Location:**

Leicester Airport

**Type of Flight:**

- i) Private
- ii) N/A

**Persons on Board:**

- i) Crew - 1
- ii) Crew - None
- i) Passengers - 1
- ii) Passengers - None

**Injuries:**

- i) Crew - None
- ii) Crew - N/A
- i) Passengers - None
- ii) Passengers - N/A

**Nature of Damage:**

- i) Collapsed right main landing gear (MLG); distorted left MLG; damaged propeller; separated left outer wing
- ii) Damaged fin and rudder tips; fuselage buckled forward of the fin; right wing broken at the tip and distorted along the surface and at the junction with the fuselage

**Commander's Licence:**

- i) Private Pilot's Licence
- ii) N/A

**Commander's Age:**

- i) 54 years
- ii) N/A

**Commander's Flying Experience:**

- i) 259 hours (of which 20 were on type)
  - Last 90 days - 28 hours
  - Last 28 days - 12 hours
- ii) N/A

**Information Source:**

Aircraft Accident Report Form submitted by the pilot and on-site enquiries by the AAIB

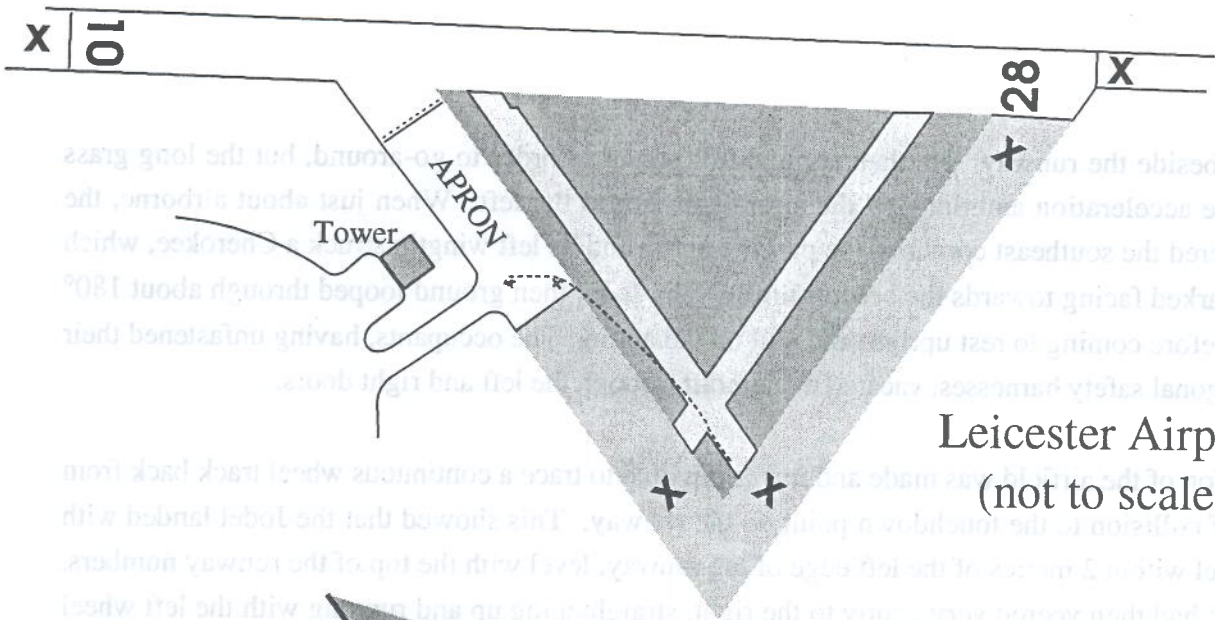
On a flight from Fenland Airfield to Leicester, as the Jodel approached Leicester, the pilot was informed that the wind was "Northerly at 15 to 20 kt". He therefore chose to land on Runway 34, which is 418 metres long by 30 metres wide. This runway is parallel to a disused tarmac runway, the northern end of which is used as the aircraft parking apron (see attached diagram), and separated from it by a strip of unmown grass. This unmown strip is about 20 metres wide and, at the time of the accident, the grass was just over knee high.

In order to land in as northerly direction as possible, the pilot chose to touch down close to the left edge of the runway, pointing diagonally across it. The pilot reports that, on touchdown, the aircraft bounced and a gust of wind carried it sideways, placing the left mainwheel and the tailwheel in the

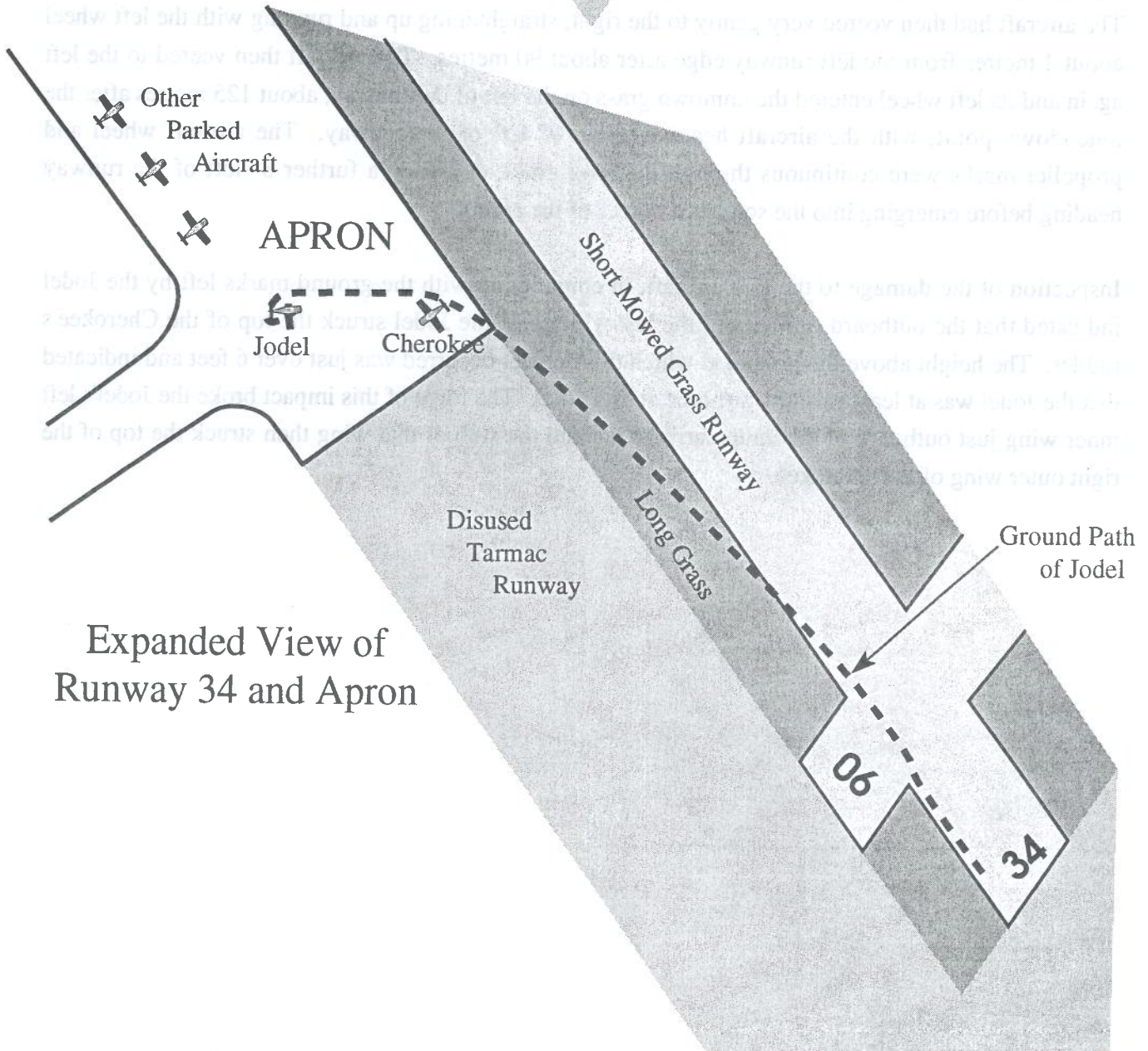
long grass beside the runway. He then applied full power in order to go-around, but the long grass impeded the acceleration and dragged the aircraft further to the left. When just about airborne, the aircraft entered the southeast corner of the parking apron and its left wingtip struck a Cherokee, which had been parked facing towards the control tower. The Jodel then ground looped through about 180° to the left before coming to rest upright and still on the apron. The occupants, having unfastened their lap and diagonal safety harnesses, vacated the aircraft through the left and right doors.

An inspection of the airfield was made and it was possible to trace a continuous wheel track back from the point of collision to the touchdown point on the runway. This showed that the Jodel landed with its left wheel within 2 metres of the left edge of the runway, level with the top of the runway numbers. The aircraft had then veered very gently to the right, straightening up and running with the left wheel about 4 metres from the left runway edge after about 90 metres. The aircraft then veered to the left again and its left wheel entered the unmown grass on the left of the runway, about 125 metres after the touchdown point, with the aircraft heading about 9° left of the runway. The aircraft wheel and propeller marks were continuous through the long grass, deviating a further 8° left of the runway heading before emerging into the southeast corner of the apron.

Inspection of the damage to the two aircraft, in conjunction with the ground marks left by the Jodel indicated that the outboard 6 inches of the left wingtip of the Jodel struck the top of the Cherokee's rudder. The height above the ground at which this contact occurred was just over 6 feet and indicated that the Jodel was at least partially airborne at this point. The force of this impact broke the Jodel's left inner wing just outboard of the undercarriage leg and the stub of that wing then struck the top of the right outer wing of the Cherokee.



Leicester Airport  
(not to scale)



Expanded View of  
Runway 34 and Apron