

AAIB Bulletin No: 10/93

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Category: 1.3

Aircraft Type and Registration: Jodel D11 Robin, G-AWMD

No & Type of Engines: 1 Continental C-90-14F piston engine

Year of Manufacture: 1969

Date & Time (UTC): 14 August 1993 at 1345 hrs

Location: Hucknall Airfield, Nottinghamshire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Propeller, engine cowling, leading edges of both wings, main gear leg and crushed cockpit hood

Commander's Licence: Private Pilot's Licence

Commander's Age: 57 years

Commander's Flying Experience: 217 hours (of which 52 were on type)
Last 90 days - 15 hours
Last 28 days - 10 hours

Information Source: Aircraft Accident Report Form submitted by the pilot plus telephone enquiries

On a fine weather day the pilot took off from a private airstrip at Shenstone near Lichfield to land at Hucknall some 30 minutes later. At Hucknall the wind was light and variable; the radio operator asked the pilot to join dead side and land on Runway 11 which was in use. The far end of the 676 metres long runway slopes down and at the time the grass was damp. The pilot flared to land just beyond the 'numbers' but the aircraft floated for some time before touching down about one third of the way down the runway. After bouncing once, the aircraft settled onto all three wheels and the pilot applied the wheelbrakes. On sensing that the aircraft would not stop before the end of the runway, the pilot believed it was too far down it to execute a successful go-around so he applied the wheelbrakes as hard as he could and full back stick. To assist retardation, the pilot steered the aircraft onto rougher grass at the side of the runway but, despite his actions, he was unable to prevent the aircraft from striking the perimeter fence at about 20 mph. After damaging six fence posts the aircraft came to rest on its nose and the uninjured occupants climbed out.

Being used to a airstrip shorter than Hucknall's runway, before the accident the pilot believed that he would have no difficulty in stopping the aircraft. After the accident, the runway was changed to 29 to take account of a westerly bias to the light and variable wind.