

AAIB Bulletin No: 6/95

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Category: 1.3

Aircraft Type and Registration: Jodel D120, G-BACJ

No & Type of Engines: 1 Continental C90-14F piston engine

Year of Manufacture: 1966

Date & Time (UTC): 9 March 1995 at 1140 hrs

Location: Newcastle International Airport

Type of Flight: Private

Persons on Board: Crew - 2 Passengers - None

Injuries: Crew - Minor Passengers - N/A

Nature of Damage: Canopy and screen destroyed; damage to airframe, engine cowlings and left main gear

Commander's Licence: Private Pilot's Licence

Commander's Age: 53 years

Commander's Flying Experience: 555 hours (of which 450 hours were on type)
Last 90 days - 4 hours
Last 28 days - 2 hours

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

The commander was supervising another PPL holder who was on his first flight converting to the Jodel; the converting pilot had a total of 354 hours flying experience and was the handling pilot throughout the flight. Runway 25 was in use and the weather was good with a surface wind from 250° but less than 5 kt. Following a successful touch-and-go, the handling pilot of G-BACJ carried out a right-hand circuit for a further touch-and-go. The approach was normal and, after clearance from ATC, a good landing was made. However, before he could accelerate for a further takeoff, the handling pilot stated that the aircraft began to veer to the right; he applied full left rudder but was unable to correct the swing. G-BACJ went off the right side of the runway and, as soft ground was encountered, rolled over and came to rest inverted. As the aircraft left the runway, the supervising pilot stopped the engine and turned off the main switch.

Following recovery of the aircraft, the tailwheel linkages and braking system were checked by an engineer and appeared serviceable. In his report the handling pilot stated that, in the absence of any defect with the aircraft, the accident may have been caused by him inadvertently touching the right brake after landing.