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**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Fokker DR1, (Replica) SE-XXZ	
<b>No &amp; Type of Engines:</b>	1 Le Rhone 9VB piston engine	
<b>Year of Manufacture:</b>	2008	
<b>Date &amp; Time (UTC):</b>	10 July 2011 at 1422 hrs	
<b>Location:</b>	Duxford Airfield, Cambridgeshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Right wingtip, fuselage and engine mount damaged	
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence	
<b>Commander's Age:</b>	51 years	
<b>Commander's Flying Experience:</b>	12,500 hours (of which 10 were on type) Last 90 days - n/k hours Last 28 days - n/k hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

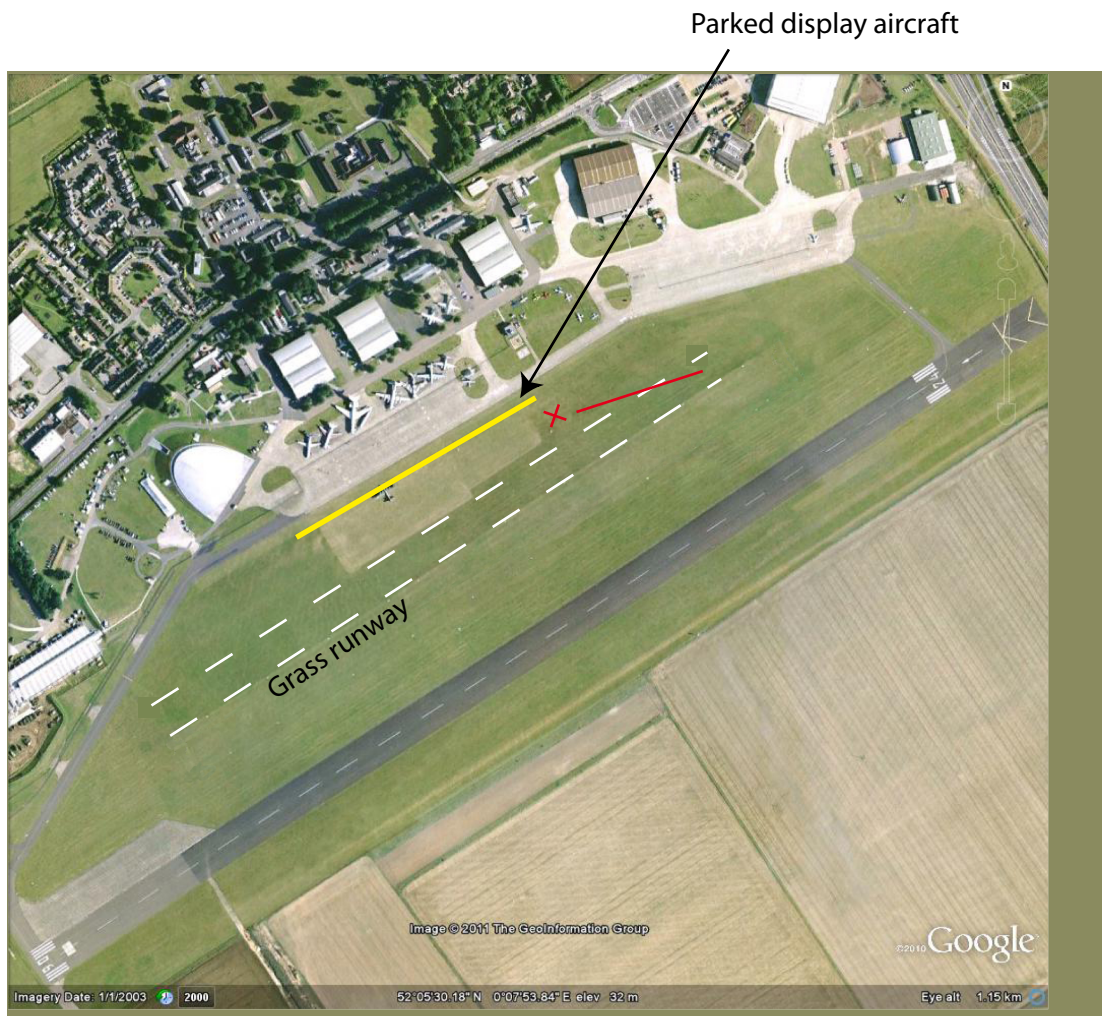
The replica WWI fighter had landed after a display, when the pilot lost control during the ground roll. He stated that this was due to the propeller wash from a Hawker Sea Fury starting up as he passed behind it.

**History of the flight**

The aircraft, which was a replica of the WW1 Fokker DR1 triplane and powered by a Le Rhone rotary engine, was landing after taking part in a flying display. Pilots had been briefed that, during the display, they could either use the paved Runway 24, or the parallel grass runway (see Figure 1). If choosing the latter, then they were able to use all the grass area for landing or taxiing. The pilot of SE-XXZ chose to land initially on the marked grass runway, but heading slightly to the right in order to

ensure that he remained into wind, which he estimated as being roughly 5 kt.

This heading meant that the latter part of the landing roll took the aircraft closer to a line of parked display aircraft, mostly WWII 'warbird' types, which were parked with their tails towards the runway. As he passed behind a Hawker Sea Fury, its engine was started and the pilot of SE-XXZ stated that the propeller wash caused him to lose directional control. The left landing gear tyre rolled off the rim, which dug into the ground and caused the aircraft to pitch forward coming to rest with the tail upright. The pilot was uninjured and was able to evacuate the aircraft with the assistance of the first people to arrive at the location.



**Figure 1**

Landing roll of SE-XXZ interpreted from a sketch provided by the pilot

In response to concerns, from onlookers and other pilots, that the airfield emergency vehicles seemed to take a long time to attend the scene, the display organisers and the airfield management found that there had been some uncertainty over clearance to enter the aircraft manoeuvring areas. The procedures have now been

changed to require immediate suspension of aircraft activity on the ground (and holding of airborne aircraft) in the event of a similar incident in order that emergency vehicles can be certain that they will not conflict with flying operations.