

Jodel D140B, G-AROW

AAIB Bulletin No: 3/98 Ref: EW/G98/02/01 Category: 1.3

Aircraft Type and Registration:	Jodel D140B, G-AROW
No & Type of Engines:	1 Lycoming O-360-A2A piston engine
Year of Manufacture:	1961
Date & Time (UTC):	1 February 1998 at 1242 hrs
Location:	Redhill Aerodrome, Surrey
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - None
Injuries:	Crew - None - Passengers - N/A
Nature of Damage:	Rear fuselage baggage hatch torn off and damaged, upper fuselage skin split behind cockpit
Commander's Licence:	Airline Transport Pilot's Licence
Commander's Age:	54 years
Commander's Flying Experience:	13,085 hours (of which 53 were on type) Last 90 days - 106 hours Last 28 days - 32 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot and telephone inquiry

The aircraft had just taken off from Runway 08R at Redhill when Control Tower personnel noticed that the left hand baggage hatch had opened. They informed the pilot and offered him an immediate return to land back on the reciprocal runway, 26L. Since the wind was calm at the time, the pilot accepted the suggestion, executed a 180° 'teardrop' turn and landed safely, without experiencing any handling difficulties. The hatch had become detached in flight and was later recovered from a nearby field.

Subsequent inspection of the hatch showed that although the key-lock was in the 'locked-closed' position (the pilot having locked it during his pre-flight inspection), the locking bolt appeared not to have been properly engaged in the sleeve plates attached to the fuselage upper longeron before it was locked (see diagram). The intention is that when the hatch mounted locking bolt is moved aft, its free ends engage in the sleeve plates on the upper longeron. The key lock is then used to

introduce a block to prevent the baulk pin on the locking bolt from moving forwards. However, because there are no dowel pins to ensure accurate alignment of the locking pin with the holes of the sleeve plates, secure closure of the hatch may fail to occur even when the locking bolt is moved fully aft.