

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Jodel D11, G-BAPR	
<b>No &amp; Type of Engines:</b>	1 Continental Motors Corp PC60 Conversion piston engine	
<b>Category:</b>	1.3	
<b>Year of Manufacture:</b>	1976	
<b>Date &amp; Time (UTC):</b>	15 July 2005 at 1702 hrs	
<b>Location:</b>	Wolverhampton Airport, West Midlands	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Damage to landing gear, right wing and propeller	
<b>Commander's Licence:</b>	UK Private Pilot's Licence	
<b>Commander's Age:</b>	44 years	
<b>Commander's Flying Experience:</b>	599 hours (of which 337 were on type) Last 90 days - 4 hours Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The aircraft was being flown from its base at Oaksey Park, Wiltshire to Wolverhampton Airport. The passenger, himself a qualified pilot, then planned to fly the aircraft solo back Oaksey Park. The flight to Wolverhampton was uneventful and the aircraft arrived in the overhead at approximately 1700 hrs. Runway 28 was in use; it has an asphalt surface and an available landing distance of 880 m. The pilot estimated that the surface wind was north westerly at 10 kts. An aftercast, provided by the Meteorological Office for the time of the incident, indicated that there would have been a surface wind of 320°/10 kt and that the weather was CAVOK.

The aircraft joined overhead, as requested by Wolverhampton radio. The pilot and his passenger commented on rising ground to the east of the aerodrome and discussed the effect that this might have on their perception of height during the approach. The pilot reported that he was established on the final approach at which stage the wind was reported as "light and variable". At the same time the pilot observed that the wind sock was indicating a light north westerly wind, and he was thus expecting a cross wind component during the landing. Judging that he was slightly high the pilot reduced his height using side slip on short finals and prepared for the touch down. The round out was normal, but he reports that he did not hold the aircraft off quite enough and it touched down a little early.

The aircraft bounced slightly, but not enough for him to elect to go around, and the aircraft settled on the ground in a three point attitude. The pilot reported that he was controlling the landing roll when the aircraft veered violently to the right. He attempted to control this with full left rudder and left brake, followed by a burst of power as the yaw continued. These actions arrested the yaw to the right, but initiated a yaw to the left. The pilot applied full right rudder and full right brake and closed the throttle. The yaw continued to increase and the right main undercarriage leg failed. The aircraft then continued to yaw and slide on its left main undercarriage, tail wheel and right wing for a short distance and the propeller contacted the runway. The aircraft came to rest on the runway approximately one third of the way from the threshold having yawed left through approximately

120° from the runway heading. The pilot switched off the engine and he and his passenger vacated the aircraft having suffered no injuries. The fire tender arrived shortly afterwards and offered their assistance. The aircraft was then removed from the runway without inflicting any further damage.

The pilot attributes the accident to a loss of control following a gust of wind from the right.

An assessment of the damage, by the repair agency found that the right main undercarriage had failed inboard and the right wing was damaged. The propeller had suffered impact damage and the engine was shock loaded; the aircraft was thus deemed to be beyond economic repair.