

Jodel D150 Mascaret, G-BHEZ

AAIB Bulletin No: 11/2003	Ref: EW/G2003/09/02	Category: 1.3
Aircraft Type and Registration:	Jodel D150 Mascaret, G-BHEZ	
No & Type of Engines:	1 Continental O-200-A piston engine	
Year of Manufacture:	1963	
Date & Time (UTC):	2 September 2003 at 1052 hrs	
Location:	Cromer Airfield, Norfolk	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Substantial: main wing spar cracked, left main landing gear collapsed, damage to left wing, propeller and engine shock loaded	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	60 years	
Commander's Flying Experience:	273 hours (of which 117 were on type)	
	Last 90 days - 11 hours	
	Last 28 days - 3 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The aircraft departed from Sherburn in Elmet Airfield, Yorkshire, and flew to Cromer Airfield, Norfolk. The weather conditions there were good with a light surface wind from a northerly direction. Cromer has a grass Runway 36 which is 493 metres (1,620 feet) in length with a slightly displaced landing threshold and an upslope of 1.8%. The ground on the approach to the runway is open arable land, which slopes up towards the airfield.

The pilot made a visual approach to Runway 36 but as the aircraft crossed the airfield boundary the left main landing gear contacted a raised bank just short of the threshold. As a result the aircraft slewed around and landed heavily on the left main wheel causing the oleo to collapse. The aircraft came to a sudden halt and tipped forwards such that the propeller and forward fuselage contacted the runway surface before falling back and settling in an upright position. The two occupants were wearing four point harnesses and were able to escape from the aircraft unassisted and without injury.

The pilot was not familiar with the airfield, having visited only once before a number of years ago. He described his intention as being to land as close to the threshold as possible, where the surface was flatter, so as to avoid touching down on a steeper slope further into the runway. He commented that

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the rising ground before the threshold, as well as the runway upslope itself, made judgement of the approach profile more difficult than usual.