
ACCIDENT

Aircraft Type and Registration:	Jodel D112, G-BHKT	
No & type of Engines:	1 Continental A65-8F piston engine	
Year of Manufacture:	1964	
Date & Time (UTC):	5 November 2006 at 1215 hrs	
Location:	Clipgate Farm, Lodge Lees, Denton, Canterbury	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - 1 (Minor)	Passengers - N/A
Nature of Damage:	Aircraft seriously damaged	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	55 years	
Commander's Flying Experience:	571 hours (of which 80 were on type) Last 90 days - 10 hours Last 28 days - 3.3 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft landed approximately one third of the way down the runway and at a higher than normal speed. After initial braking, the pilot realised that he had insufficient distance available to stop and attempted to go-around. The aircraft failed to get fully airborne and passed through the airfield boundary hedge at high speed. It came to rest inverted in an adjacent field and the pilot was able to exit the aircraft unaided through the aircraft's damaged canopy.

History of the flight

After establishing the aircraft on final approach for Runway 20 at Clipgate Farm, the pilot realised that he was approximately 50 ft lower than normal and increased power to re-establish the correct approach path. The

aircraft encountered some sinking air as it passed over a wooded area and the pilot responded with a further increase of power. However, this resulted in the airspeed rising to 55 kt, 10 kt faster than the normal approach speed. The aircraft touched down at 50 kt, approximately one third of the way down the runway. Initially the pilot believed that the aircraft could be brought to a halt in the remaining distance and applied the brakes. As the aircraft slowed, he realised that it was not going to stop before the end of the runway and applied full power to go-around. The aircraft failed to get fully airborne and passed through the boundary hedge at high speed, coming to rest inverted in the adjacent field. The pilot made his escape through a hole in the aircraft's canopy, having suffered mild concussion and bruising.

In a full and frank report the pilot stated that, in his opinion, the accident was the result of a delayed decision to go-around following a fast approach and late touchdown.