

## Jodel DR1050-M Excellence, G-ATLB

<b>AAIB Bulletin No: 7/2003</b>	<b>Ref: EW/G2003/04/10</b>	<b>Category: 1.3</b>
<b>Aircraft Type and Registration:</b>	Jodel DR1050-M Excellence, G-ATLB	
<b>No &amp; Type of Engines:</b>	1 Continental O-200-A piston engine	
<b>Year of Manufacture:</b>	1959	
<b>Date &amp; Time (UTC):</b>	11 April 2003 at 1610 hrs	
<b>Location:</b>	Farm strip at Peplow, Shropshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - 1 (Minor)	Passengers - 1 (Minor)
<b>Nature of Damage:</b>	Damage to wing, landing gear, canopy and propeller	
<b>Commander's Licence:</b>	Private Pilot's Licence with IMC rating	
<b>Commander's Age:</b>	51 years	
<b>Commander's Flying Experience:</b>	442 hours (of which 104 were on type)	
	Last 90 days - 9 hours	
	Last 28 days - 6 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

Prior to flight, the pilot had obtained a comprehensive weather and NOTAM brief and had contacted his destination airfield. He was advised that there was no apparent surface wind at the destination and that Runway 06 should be used for landing as it had an upslope and Runway 03/21 was unserviceable. Runway 06 had a dry grass surface and was 600 metres long and 15 metres wide.

Departure from Nayland airstrip at 1430 hrs was uneventful and, on arrival at Peplow, the pilot located Runway 06 and established his approach. He reduced his normal approach speed of 80 mph (70 kt) to 76 mph (66 kt) at the threshold and flared normally. However, the flare continued to such an extent that touchdown occurred well down the runway. Even with maximum braking, the pilot was unable to stop the aircraft before it continued beyond the runway some 5 to 10 metres into an adjacent newly ploughed field; as it did so, the aircraft inverted. The pilot switched off the fuel and electrical services before he and his passenger extricated themselves from G-ATLB. Once clear of the aircraft, the pilot noted that the windsock indicated a tailwind of some 5 kt to 10 kt on Runway 06. He had not been aware of the windsock before landing although he subsequently acknowledged that it was included in the appropriate flight guide publications.

The pilot considered that the accident resulted from landing with an unexpected tailwind. An early decision to go-around would have recovered the situation.