

# Jodel D119, G-AZVL

<b>AAIB Bulletin No:</b> 5/2002	<b>Ref:</b> EW/G2002/03/20	<b>Category:</b> 1.3
<b>Aircraft Type and Registration:</b>	Jodel D119, G-AZVL	
<b>No &amp; Type of Engines:</b>	1 Rolls-Royce C90-14F piston engine	
<b>Year of Manufacture:</b>	1958	
<b>Date &amp; Time (UTC):</b>	9 March 2002 at 1050 hrs	
<b>Location:</b>	Nayland Airfield, Essex	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew Minor	Passengers N/A
<b>Nature of Damage:</b>	Damage to propeller, spinner and cowl	
<b>Commander's Licence:</b>	Private Pilots Licence	
<b>Commander's Age:</b>	50 years	
<b>Commander's Flying Experience:</b>	4,648 (of which 10 hours were on type)	
	Last 90 days 12 hours	
	Last 28 days - 5 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot planned a local flight from Nayland airfield where the meteorological conditions were good with clear skies, visibility greater than 10 km and no significant weather. The aircraft took off at 1030 hrs in benign conditions but 10 minutes later the pilot noted that the wind speed had increased. He returned to land on the dry surface of grass Runway 32 which is 600 metres in length with a pronounced upslope. The aircraft landed safely albeit faster than normal and with a tailwind which the pilot estimated to be gusting to 40 kt. As the aircraft reached the top end of the runway and reduced to taxiing speed a further wind gust lifted the tail causing it to pitch forward onto its nose. The pilot selected the magnetos to OFF before the propeller struck the ground and then selected the fuel and other switches to OFF before vacating the aircraft. He had been wearing a full harness and sustained only a minor cut to his head.

The pilot assessed the cause of the accident as being due to 'freak wind conditions' brought about by a rapidly advancing weather front.

