Jodel D18, G-BUAG

AAIB Bulletin No: 10/2002	**Ref: EW/G2002/06/40**	**Category: 1.3**
Aircraft Type and Registration:	Jodel D18, G-BUAG	
No & Type of Engines:	1 Jabiru Aircraft Pty 2200A piston engine	
Year of Manufacture:	1992	
Date & Time (UTC):	27 June 2002 at 1150 hrs	
Location:	Bodmin Airfield, Cornwall	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Landing gear collapsed, propeller blade tip damaged.	
Commander's Licence:	Private Pilots Licence	
Commander's Age:	54 years	
Commander's Flying Experience:	1,104 hours (of which 14 were on type)	
	Last 90 days - 33 hours	
	Last 28 days - 10 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

After a local flight the pilot returned to Bodmin airfield to conduct some go-arounds on Runway 32 that has a displaced threshold and a published landing distance of 540 metres. The surface wind was reported as variable between 310° and 360° at a speed between 10-15 kt. The visibility was 8 km with cumulus clouds at 2,500 feet. Windshear and turbulence had been reported.

Whilst on final approach the aircraft encountered windshear and turbulence and, despite the application of some power, landed heavily on the runway such that both main landing gear legs collapsed. The aircraft came to a halt on the left side of the runway and before the displaced threshold. The pilot shut down the engine, selected the electrics to 'OFF' and he and his passenger vacated the aircraft without injury. The airfield fire and rescue services arrived on the scene promptly.

The pilot assessed the cause of the accident as severe windshear. He believed that contributory factors might have been his lack of familiarity with the particular aircraft type and slower than normal reactions brought about by an incipient cold.

This pilot was familiar with operations at Bodmin, however, visiting pilots should note that Pooleys Flight Guide contains the following warning for the airfield: "In strong wind conditions windshear and turbulence may be encountered on the approaches to all runways. Downdraught effect and sudden changes in surface wind velocity are possible in light wind conditions in summer months due to the effect of sea breezes from both coasts." Moreover, if windshear is encountered during an approach the immediate application of full power is normally advised even if this results in a go around.