

No: 7/91

Ref: EW/C91/04/04

Category: 1c

Aircraft Type and Registration: Jodel 150, G-BFEB

No & Type of Engines: 1 Rolls-Royce Continental O-200-A piston engine

Year of Manufacture: 1964

Date & Time (UTC): 14 April 1991 at 1457 hrs

Location: Marston Moor Airfield, Tockwith, Yorkshire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - Minor Passengers - N/A

Nature of Damage: Damage to propeller, cowlings and landing gear;
substantial damage to left wing

Commander's Licence: Private Pilot's Licence

Commander's Age: 56 years

Commander's Flying Experience: 397 hours (of which 350 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

Marston Moor airfield's licensed runways are 10/28, but on the day of the accident the pilot of G-BFEB elected to take off from the unlicensed runway 04, due to the wind conditions of 060°, 15-20 kts with gusts of up to 25 kts. Immediately after take-off the pilot initiated a turn to the left in order to avoid a village that lay directly ahead. At a height of between 50 and 100 ft agl the fuel low pressure warning light illuminated and the engine immediately lost power. At such a low height the pilot had no option but to continue the turn with the aim of landing in a ploughed field to the left of the runway. The aircraft struck the ground in a left wing low attitude, causing severe damage to the wing. The pilot's full harness held on impact and he was able to evacuate the aircraft after opening the canopy and turning off the fuel and ignition. He suffered only minor injuries; this he attributed to the main force of the impact having been absorbed by the left wing. The airfield fire service reportedly arrived on the scene promptly, but there was no fire.

The pilot was able to confirm that the fuel selector had been turned to the left tank. Both left and right tanks were apparently half-full prior to take-off. Fuel continued to pour from the ruptured left tank for some time after the accident.

Accident damage prevented the pilot from conducting a complete examination of the fuel system, however he considers that there was a possibility that the left fuel tank feed pipe, which is located at the inboard end of the fuel tank, had become uncovered due to a combination of the left turn that he had initiated and the effects of the gusting wind on bank attitude, with resultant fuel starvation.

No & Type of Engine:	1 Continental 705-8 piston engine
Year of Manufacturer:	1940
Date & Time (UTC):	21 May 1991 at 1735 hrs
Location:	Abdeen Airport, Scotland
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - 1
Injuries:	Crew - None Passengers - None
Nature of Damage:	Substantial damage to nose and propeller
Commander's License:	Private Pilot's License (A) and Airline Transport Pilot's License (II)
Commander's Age:	33 years
Commander's Flying Experience:	122 hours fixed wing (of which 17 were on type) and 708 hours rotary wing
Information Sources:	Aircraft Accident Report Form submitted on the day

The aircraft took-off from Abdeen at 1735 hrs for a local flight. On departure the runway was 34 and the surface wind 210/14 kts giving a crosswind component of 10 kts. The runway is Abdeen, the pilot was instructed to hold for 10 minutes in order to give priority to commercial traffic. During this period the surface wind was reported as 270/10/17 20 kts. Following a 180 degree approach and landing, the aircraft decelerated normally along the 34 runway when a gust of about 30 mph it suddenly veered sharply to the left into wind. Concessive application of rudder was ineffective and the pilot applied the right main brake. The right wheel locked and the aircraft rolled onto its nose.

The pilot states that he had been unable to determine a crosswind limitation for the aircraft. Information available to him and he had decided on an arbitrary limit of 10 kts. The aircraft manufacturer record for the time of the accident indicates a mean wind speed of 20 kts which would have given a crosswind component of 10 kts. At about the time of landing there was a gust of 31 kts which would have given a crosswind component of 10 kts.