

**Aircraft Type and Registration:** Jodel D117, G-AXCG

**No & Type of Engines:** 1 Continental C90 -14F piston engine

**Year of Manufacture:** 1957

**Date & Time (UTC):** 12 December 1992 at 1405 hrs

**Location:** Fenland Airfield, Lincolnshire

**Type of Flight:** Private

**Persons on Board:** Crew - 1                      Passengers - 1

**Injuries:** Crew - None                      Passengers - None

**Nature of Damage:** Substantial to landing gear, propeller, engine cowling and shock loading to engine

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 48 years

**Commander's Flying Experience:** 138 hours (of which 81 were on type)  
Last 90 days - 11 hours  
Last 28 days - 4 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The pilot joined overhead Fenland airstrip, and decided to make an approach on to the grass runway 26 which had a landing distance available of 244 metres. The weather at the time was surface wind 310°/15 kt, visibility 10 km with no significant weather, 6 octas of cloud at 2,500 feet with a surface temperature of +6°C.

On short finals the approach speed was reduced to 50 mph in order to carry out a short field landing. As the threshold was approached, power was reduced and the nose of the aircraft raised for the flare. During this manoeuvre the aircraft lost height rapidly and struck a roadway which was raised 50 cm above and some 3 metres short of the threshold. The aircraft landing gear was damaged but the aircraft however, after being thrown upwards, continued on to make a soft landing on the collapsed gear and engine cowling. The pilot and passenger vacated the aircraft without injury.

The pilot reported that the cause of the accident was that he made insufficient allowance in his approach speed for possible wind shear combined with the fact that he probably raised the nose too far during the flare, increasing the drag significantly in the later stages of the approach.