## Jodel D119, G-AXFN, 18 June 2000 at 1907 hrs

AAIB Bulletin No: 8/2000 Ref: EW/G2000/06/11 Category: 1.3

**Aircraft Type and Registration:** Jodel D119, G-AXFN

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

Year of Manufacture: 1959

**Date & Time (UTC):** 18 June 2000 at 1907 hrs

**Location:** Netherthorpe Airfield, Nottinghamshire

**Type of Flight:** Private

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

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

Nature of Damage: Left wing and propeller damaged by hidden farm machinery

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

**Commander's Age:** 61 years

**Commander's Flying Experience:** 789 hours (of which 204 were on type)

Last 90 days - 12 hours

Last 28 days - 7 hours

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

The pilot had planned a flight from Ashbourne (Derby) to Netherthorpe via Breighton and Hougham. His planned track after departure from Hougham passed abeam Newark at which point he changed to the published air to ground communication frequency for Netherthorpe (123.275 MHz). Although he could see two aircraft in the circuit operating on Runway 24 he heard no radio transmissions from the air to ground operator. He made his first radio transmission when he was approximately 8 nm from the airfield but received no reply. He heard other aircraft transmitting and was able to establish communications with them but not with the air to ground operator.

The pilot positioned for an overhead join for Runway 24 and continued to make the standard radio calls. He noted the information displayed in the signal square and by the windsock. This indicated that Runway 24 was in use with a left-hand circuit. The wind favoured that runway. Runway 24 has a grass surface and is 450 metres in length, however, it has a displaced threshold which reduces the available landing distance to 370 metres. The pilot completed the circuit and when he called 'Finals' the airspeed was stable at 55 KIAS. At approximately 400 feet he encountered turbulence and increased the airspeed to 60 KIAS. The pilot reported that whilst in the flare the aircraft floated further than normal prior to touchdown. During the later stages of the landing roll he decided to turn to the left, into an area of long grass and scrub, in order to avoid running into a hedge marking

the airfield boundary. The pilot estimated the speed of the aircraft to be about 5 kt as it entered the longer grass. The aircraft immediately ran into a discarded item of farm machinery, which had become overgrown and hidden from the pilot's view. The collision caused damage to the propeller and the left wing. The pilot shut down the aircraft and he and his passenger vacated the aircraft via the normal exits. The airfield emergency services were alerted by a departing aircraft and attended the scene.

The meteorological conditions were recorded shortly after the time of the accident. The visibility was greater than 10 km, there was no significant cloud or weather and the surface temperature was +23°C. The surface wind varied between 150° and 230° with a speed of 10 to 15 kt.