

No: 12/90

Ref: EW/G90/08/29

Category: 1c

Aircraft Type and Registration: Jodel D120A, G-BHMK

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

Year of Manufacture: 1963

Date and Time (UTC): 11 August 1990 at 1435 hrs

Location: Stapleford Tawney Airfield, Essex

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - serious Passengers - serious

Nature of Damage: Engine and wings detached; cockpit disrupted

Commander's Licence: Private Pilot's Licence with IMC rating

Commander's Age: 38 years

Commander's Total Flying Experience: 265 hours (of which 127 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot and his passenger took off from runway 22 with 60 kg of MOGAS on board to practice circuit flying. On initial climb out at about 300 ft agl and opposite some trees which were upwind of the climb out path, turbulence was encountered from which the aircraft quickly recovered. The next three circuits were uneventful. On the fifth circuit the aircraft was climbing at 75 kt and approximately 200 ft agl when the right wing dropped unexpectedly. The pilot attempted recovery by lowering the nose and turning away from the trees but the aircraft continued to behave as if stalled. At about 10-20 ft above the ground the pilot pulled the nose up in an attempt to land on the mainwheels but the left wing dropped and struck the ground whereupon the aircraft cartwheeled onto its nose. The engine, which had continued to run at full power until impact, detached from the fuselage and the aircraft came to rest vertically embedded into the ground. The pilot and his passenger, who were still in their full harnesses, ended up face down into the soil and required assistance to escape from the wreckage.

Both occupants suffered serious injuries. At the time of the accident the surface air temperature was 30° C; the wind was 290°/08kt and the weather was CAVOK. The Met Office at Bracknell have no record of any windshear or turbulence warnings for London FIR airfields valid at the time of the accident.