

Aircraft Type and Registration: Jodel DR1050 Ambassadeur, G-AWWO

No & Type of Engines: 1 Continental Motors Corp O-200-A piston engine

Year of Manufacture: 1964

Date & Time (UTC): 13 November 2004 at 1030 hrs

Location: Huddersfield (Crosland Moor) Aerodrome, West Yorkshire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Significant damage to rear fuselage

Commander's Licence: Private Pilot's Licence

Commander's Age: 47 years

Commander's Flying Experience: 263 hours (of which 124 were on type)
Last 90 days - 3 hours
Last 28 days - 1 hour

Information Source: Aircraft Accident Report Form submitted by the pilot

History of the flight

The aircraft was based at Manchester (Barton) Aerodrome and prior to a 50 hour check, the pilot and a friend decided to fly to Crosland Moor and then return to Barton. The weather was CAVOK with a calm surface wind at Barton. The flight was uneventful and the pilot made a blind transmission of his intention to land on Runway 25 at Crosland Moor. The windsock indicated a crosswind from the right but not of any significant strength. Runway 25 is 800 metres long and 22 metres wide with the first 550 metres asphalt and the remaining 250 metres grass. There is a significant upslope on Runway 25 which is listed in a well known Flight Guide as '*2.6% down on Rwy 07, from start of asphalt*'. There are quarry workings in the undershoot of Runway 25 that are adjacent to the threshold.

On base leg of the circuit to land, the pilot set 1,500 RPM and reduced the airspeed. On final approach he extended the airbrakes which are located below the wing and he lined up with the runway centreline, maintaining the normal approach angle by adjusting the power. He flared the aircraft over the threshold, on the centreline of the runway and increased power to compensate for

the upslope. However, the aircraft drifted to the left and the tail wheel contacted the grass area on the left side of the asphalt runway.

The pilot decided to 'go-around' and so he applied take-off power but he did not retract the airbrake. Two large grass mounds are located approximately 10 metres to the left of Runway 25; the aircraft passed clear to the right of the first mound but as the second mound approached, the pilot applied right rudder in an attempt to avoid it. The aircraft yawed to the right and its tail struck the grass mound which slowed the aircraft and caused it to touch down in a level attitude whereupon the pilot closed the throttle. The landing gear absorbed the touchdown forces as the aircraft slid and the propeller remained clear of the ground. The aircraft came to a stop after a short distance and the pilot shut down the engine before he and his passenger vacated the aircraft by the normal exit. Other people at the aerodrome who had seen the accident promptly attended the scene.

Conclusions

Inspection of the tail revealed that it had suffered serious damage, probably when it impacted the grass mound. The pilot did not know if the drift to the left in the flare was as a result of the crosswind or the application of power or a combination of both. He considered that he had not corrected the drift in the flare and he should have executed a go around at that point. The strength of the crosswind only became apparent when the pilot was outside the aircraft. It was probably between 10 and 15 kt which was much stronger than he had interpreted from the wind sock.