

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Jodel D112, G-INNI	
<b>No &amp; Type of Engines:</b>	1 Continental Motors Corp A65-8 piston engine	
<b>Year of Manufacture:</b>	1956 (Serial no: 540)	
<b>Date &amp; Time (UTC):</b>	22 August 2020 at 1400 hrs	
<b>Location:</b>	Old Hay Airfield, Kent	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to aileron	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	67 years	
<b>Commander's Flying Experience:</b>	350 hours (of which 40 were on type) Last 90 days - 7 hours Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot was carrying out a local flight from Old Hay Airfield and on return he made a heavy landing and bounced. He selected full power and carried out a go-around but noticed that the ailerons were stiff and widened his circuit in order to make more gentle turns. He thought that an aileron control pulley wheel may have buckled as a result of the heavy landing. He completed his landing but once on the ground, and during his taxi back to the main hangar, he noticed that the aileron control was normal.

A subsequent investigation by an LAA inspector was not able to identify any structural damage but there were abrasion marks on both ailerons contacting the wing. The wing skin was removed and a check made of the main spar to see if there was any damage that may have contributed to the stiff aileron control, but none was identified.

Discussions with the LAA regarding the potential dangers of heavy landing damage were illustrated in an AAIB report into an accident to Pierre Robin DR400/180, G-DELS, in July 1996<sup>1</sup>.