

ACCIDENT

Aircraft Type and Registration:	Jodel D120, G-BKAE
No & Type of Engines:	1 Continental Motors Corp C90-14F piston engine
Year of Manufacture:	1961 (Serial no: 200)
Date & Time (UTC):	23 June 2021 at 1055 hrs
Location:	Shacklewell Airfield, Stamford, Lincolnshire
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Damaged beyond economical repair
Commander's Licence:	Private Pilot's Licence
Commander's Age:	79 years
Commander's Flying Experience:	894 hours (of which 20 were on type) Last 90 days - 5 hours Last 28 days - 5 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The pilot was planning to fly some visual circuits, with the intention of doing full stop landings before taking off again on each circuit. Grass Runway 24 was in use and the wind was light and variable.

After touching down on the second circuit, the aircraft didn't slow as expected. Believing there was not enough runway left in which to stop, the pilot elected to change to a touch-and-go. When the power was applied the aircraft yawed to the left. It then went off the edge of the runway into some very rough ground, coming to rest on its nose (Figure 1). The pilot was uninjured and vacated the aircraft without assistance. The aircraft sustained damage to its propeller and right landing gear; it was subsequently assessed as being damaged beyond economical repair.

The pilot attributed the accident to a late decision to go around and not being sufficiently quick in counteracting the yaw when the power was applied. While the wind was variable, the pilot also believed there might have been a small tailwind component.



Figure 1
G-BKAE after the accident

Bulletin correction

After publication it was noted that the location stated was incorrect. The original report stated the location of the accident was Shacklewell Airfield, Kent. The actual location of the accident was **Shacklewell Airfield, Stamford, Lincolnshire**.

The online version of the report was corrected on 9 December 2021. A full correction will be published in the February Bulletin 2022.