

Jodel D117, G-BGTX, 19 May 2001 at 1400 hrs

AAIB Bulletin No: 8/2001 **Ref:** EW/G2001/05/19 **Category:** 1.3

Aircraft Type and Registration: Jodel D117, G-BGTX
No & Type of Engines: 1 Continental C90-14F piston engine
Year of Manufacture: 1957
Date & Time (UTC): 19 May 2001 at 1400 hrs
Location: Gaydon disused airfield
Type of Flight: Private
Persons on Board: Crew - 1 - Passengers - None
Injuries: Crew - None - Passengers - N/A
Nature of Damage: Damage to gear and propeller
Commander's Licence: Private Pilot's Licence
Commander's Age: 46 years
Commander's Flying Experience: 559 hours (of which 50 were on type)
Last 90 days - 26 hours
Last 28 days - 6 hours
Information Source: Aircraft Accident Report Form submitted by the pilot

During a flight from Elmsett to Shobdon, the pilot experienced a rough running engine when he was approximately 12 nm east of Wellesbourne Mountford. Suspecting carburettor icing, he selected hot air and the engine recovered to normal power. He deselected carburettor heat and, as a precaution selected the electric fuel pump to 'On' and then changed his fuel tank selection; both fuel tanks were indicating about half full. The pilot's planned diversion was Wellesbourne and he decided to effect a diversion from his present position. After contacting Wellesbourne FIS, he commenced a standard overhead join from 2,500 feet agl. However, during the descent and about 3 nm from the airfield, the engine again ran roughly and then stopped. The pilot broadcast a 'Pan' call and, realising that he would not make Wellesbourne, advised the AFISO that he would land in the grass area in the centre of the test track at Gaydon disused airfield. The AFISO informed him that the centre area was rough ground and advised him to land on the track. The pilot established his approach on an easterly direction towards the test track and then made two unsuccessful attempts to restart the engine; he did not reselect carburettor heat as he was now concentrating on his forced landing. Towards the later stage of his approach, he became aware of a camera pylon on the track

and adjusted his flight path. The aircraft touched down at about 35 to 40 kt on top of a bank just short of the track. The landing gear was torn off and G-BXTX came gently to rest in a gorse bush.

During the aircraft recovery, it was confirmed that the aircraft still had a reasonable quantity of fuel. On subsequent investigation, no evidence of any malfunction with the engine could be found.