

SERIOUS INCIDENT

Aircraft Type and Registration:	Jodel D112, G-BEZZ	
No & Type of Engines:	1 Continental Motors Corp A65-8F piston engine	
Year of Manufacture:	1956	
Date & Time (UTC):	14 July 2009 at 1815 hrs	
Location:	City Airport (Manchester Barton)	
Type of Flight:	Training	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to cockpit floor and stiffening rib	
Commander's Licence:	Commercial Pilot's Licence	
Commander's Age:	62 years	
Commander's Flying Experience:	17,820 hours (of which 100 were on type) Last 90 days - 153 hours Last 28 days - 55 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The aircraft was on the downwind leg of the circuit, after a one hour flight, when smoke began to enter the cockpit, coupled with a strong smell of burning wood. The crew saw that a small hole in the cockpit floor had formed, approximately 30 mm in diameter, between and just aft of the rudder pedals. The edges of the hole were glowing and sparks were entering the cockpit. A MAYDAY call was transmitted and the aircraft made an expeditious landing with the airfield Fire and Rescue Service in attendance. During the final approach, the amount of smoke generated reduced and by the time the aircraft had completed its ground roll, the glowing around the edge of the hole had ceased. A modification to the exhaust

system, approved by the Light Aircraft Association (LAA), had been made to improve the silencing of the engine. The original exhaust system consisted of four stub pipes exhausting below the cowling. An inspection of the aircraft confirmed that a hole in the modified exhaust system had allowed hot gases to impinge on the lower fuselage, which had led to the eventual 'burn through' of the cockpit floor.

There have been no other reported incidents of this nature resulting from this modification but the LAA will be reviewing the modification to determine if any changes are required.