

ACCIDENT

Aircraft Type and Registration:	Klemm KI35D, HB-UBK	
No & Type of Engines:	Hirth Motoren KG HM 504 A2 piston engine	
Year of Manufacture:	1940 (Serial no: 1918)	
Date & Time (UTC):	6 July 2016 at 1355 hrs	
Location:	Earls Lane, South Mimms, Hertfordshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - 1 (Serious)	Passengers - None
Nature of Damage:	Wings and landing gear broken away from fuselage, severe damage to engine	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	70 years	
Commander's Flying Experience:	21,114 hours (of which n/k were on type) Last 90 days - n/k hours Last 28 days - 25 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

On the downwind leg of a forced landing into a field, the pilot made a 180° turn, at minimum speed, to avoid a line of trees ahead. On completing the turn, the pilot raised the nose to avoid hitting the ground nose first. This caused the aircraft to stall into the ground. During the impact sequence, both wings and the undercarriage became detached from the fuselage. The pilot and passenger were able to leave the aircraft's open cockpit by themselves; however, the pilot was later hospitalised.

History of the flight

On a flight from Southend to Old Warden, the pilot descended to between 1,500 and 2,000 ft with the intention to cross the approach sector of Luton Airport. Just as he was about to speak to Luton ATC the pilot noticed a change in the sound of the engine and immediately decided to declare an emergency and ask for directions to the nearest airport. He was advised that this (Elstree) was 6-8 nm away on a heading of 230°. As the engine was still operating, the pilot decided to turn onto this heading; however, after about five minutes the engine lost power. The pilot selected the one field into which he felt it was possible to make a forced landing and turned downwind. He quickly realised that there was a line of trees ahead that blocked his path so performed a 180° turn, at minimum speed, during which the aircraft lost the majority of its height. On completion of the turn the pilot raised the nose to avoid crashing nose first into the ground; however, at a

height of about 10 ft, this caused the aircraft to stall and it impacted the ground right wing first. During the impact sequence, both wings and the undercarriage became detached from the fuselage.

The pilot and passenger, both wearing full harnesses, were able to leave the aircraft's open cockpit by themselves and within five minutes an air ambulance had arrived. The doctor from the air ambulance examined them both before allowing them walk over to an ambulance which had subsequently arrived. The pilot was later taken to hospital.