

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Jodel D112, G-BRCA	
<b>No &amp; Type of Engines:</b>	1 Continental Motors Corp A65-8F piston engine	
<b>Year of Manufacture:</b>	1963 (Serial no: 1203)	
<b>Date &amp; Time (UTC):</b>	4 August 2019 at 0830 hrs	
<b>Location:</b>	Marshall Farm, near Aylesbury, Buckinghamshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Substantial	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	69 years	
<b>Commander's Flying Experience:</b>	1,499 hours (of which 1,282 were on type) Last 90 days - 7 hours Last 28 days - 1 hour	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

Shortly after the aircraft departed Marsh Hill Farm Airstrip, the pilot realised he had left his car unlocked with the keys in view. He decided to return to lock his car. He levelled off at 600 ft and positioned for landing. Carburettor heat was selected ON but was returned to OFF shortly after, when the aircraft was on its final approach. As the threshold hedge was crossed, 'sink' was apparent, and the pilot added power to counter it. The engine did not respond as quickly as normal and the aircraft landed "very hard" and bounced in to crops adjacent to the runway, Figure 1.



**Figure 1**

Final position, in crops adjacent to runway

The pilot commented that the engine's slow response may have been due to it not being fully up to temperature. It is also possible that it was due to carburettor icing as carburettor heat was only applied for a short period. Conditions at nearby Oxford Airport (temperature 20°C, dew point 16°C) were conducive to serious icing at descent power.