

ACCIDENT

Aircraft Type and Registration:	Jodel D120, G-BCGM	
No & Type of Engines:	1 Continental Motors Corp C90-14F (Modified) piston engine	
Year of Manufacture:	1957 (Serial no: 50)	
Date & Time (UTC):	28 September 2021 at 1054 hrs	
Location:	Felton, Northumberland	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - 1 (Minor)	Passengers - N/A
Nature of Damage:	Right landing gear, right wing, nose cowling, propeller, carburettor and airbox damaged and engine shock-loaded	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	33 years	
Commander's Flying Experience:	1,469 hours (of which 15 were on type) Last 90 days - 7 hours Last 28 days - 2 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

Following an engine failure on final approach to land at Eshott Airfield, the pilot landed the aircraft in a field, during which it was damaged.

History of the flight

The pilot was returning to Eshott Airfield following a local flight. At approximately 2 nm on the final approach to Runway 19, whilst the aircraft was 700 ft agl, the engine rpm suddenly and smoothly reduced from 2,000 to 600, without any engine control input from the pilot. The pilot stated that he had completed the pre-landing checks which included setting the carburettor heat to HOT and the mixture to full rich. He confirmed that the fuel was selected ON, with approximately 80 litres remaining, and the magnetos were set to BOTH. He exercised the throttle, but the engine did not respond.

The pilot made a forced landing in a field 1.3 nm from the Runway 19 threshold, near to the village of Felton. He stated that he had selected the field based on it being into-wind and with the longest available landing distance of the fields ahead of the aircraft. On short final, he observed that the field was heavily rutted. The aircraft touched down in the field and struck a rut, causing it to become airborne again. This occurred numerous times during the landing roll, before the right mainwheel detached and the aircraft came to an abrupt stop as

the right landing gear leg dug into the ground (Figure 1). The pilot was not injured and was able to vacate the aircraft without difficulty.



Figure 1

G-BCGM following the forced landing

Aircraft information

The Jodel D120 is a two-seat monoplane powered by a Continental C90-14F piston engine, with dual ignition systems. The aircraft is fitted with a single fuel tank of 115 litre capacity. Fuel is pumped from the tank to the engine by a mechanical fuel pump fitted to the engine. A secondary electric fuel pump is available for installation by an optional LAA modification, but was not installed on G-BCGM.

Aircraft examination

The aircraft was examined by the owner and an engineer following the accident, but no cause for the loss of engine power was found. The engine-driven mechanical fuel pump appeared to be operable, with no obvious signs of damage.

Pilot's comments

The pilot commented that he was approximately 10 kt fast on the approach to his chosen field and that he had become "target-fixated" on landing in the field. He stated that given the rutted surface of the field, he did not think a lower landing speed would have significantly altered the outcome of the forced landing.

Analysis

The pilot was compelled to make a forced landing following a loss of engine power during the final approach to land at Eshott Airfield. The field he selected was of sufficient length and into-wind, however the rutted surface of the field damaged the aircraft during the landing roll. The cause of the loss of engine power was not established.