

Accident

Aircraft Type and Registration:	Jodel D112, G-BEZZ
No & Type of Engines:	1 Continental Motors Corp A65-8F piston engine
Year of Manufacture:	1956 (Serial no: 397)
Date & Time (UTC):	29 April 2025 at 1607 hrs
Location:	Manchester Barton Aerodrome
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - 1
Injuries:	Crew - 1 (Serious) Passengers - 1 (Serious)
Nature of Damage:	Aircraft destroyed
Commander's Licence:	Private Pilot's Licence
Commander's Age:	60 years
Commander's Flying Experience:	165 hours (of which 88 were on type) Last 90 days - 3 hours Last 28 days - 2 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

Synopsis

During a return flight from East Kirkby Airfield to Manchester Barton Aerodrome (Barton) the aircraft performed two go-arounds. On the second, the engine stopped just after the go-around was initiated. The aircraft dropped a wing and struck the ground within the perimeter of the airfield.

It was suspected that the engine failed due to fuel starvation, but the investigation did not establish if this was because the aircraft ran out of fuel or because the fuel supply was interrupted for another reason.

History of the flight

The pilot and his passenger had planned to fly from Manchester Barton airfield to East Kirkby airstrip returning the same day. The aircraft was refuelled to full using super unleaded petrol from a jerrycan prior to departing Barton. With a full fuel tank, the endurance of the aircraft was approximately three hours. The return flight was calculated to take 2 hours 22 minutes using Sky Demon software, and no fuel was available at East Kirkby. The pilot stated that he had no concerns over having enough fuel to complete the round trip, having completed flights of similar distance previously.

The Jodel D112 is not fitted with an electric starter motor and must be started by hand swinging the propeller. The aircraft is not fitted with a mixture control that can be operated

in flight. Initially the aircraft struggled to start, but eventually it started and departed for East Kirkby at around midday. Other than taking 10 minutes longer than planned, the outbound flight was uneventful. The pilot reported that he had to hold for a further 10 minutes before landing at East Kirkby, due to a Lancaster aircraft doing taxi demonstrations on the runway. This made the total flight time for the outbound flight 1 hour 35 minutes. During preflight planning, the pilot had calculated this flight would take 1 hour 17 minutes. He calculated that the return flight would be 1 hour 5 minutes. Previous flights by the pilot to East Kirkby using the same route had taken 1 hour 15 minutes and 1 hour 25 minutes respectively.

The fuel quantity was not visually checked by dipping the fuel tank prior to the return flight to Barton. Instead, the float gauge on the tank was used to check the contents, having first established that the float was floating freely and indicating accurately. The pilot assessed the available fuel remaining as sufficient to allow for the return flight of one hour plus sufficient safety reserves.

The pilot reported that the return flight to Barton used more fuel than anticipated, but he still felt comfortable that the fuel remaining would be sufficient to complete the trip. When he arrived at Barton, the weather conditions were settled with wind less than 5 kt and no cloud below 5,000 ft. The temperature was 24°C.

The first approach to Runway 26L resulted in a go-around because the aircraft had been flying too fast on the approach and bounced back into the air when it passed over a bump on the grass runway. The pilot reported that the Jodel is difficult to land in still wind conditions as flaps are not fitted to the aircraft and slowing it can be difficult. On the second approach the aircraft was again too fast, and the pilot performed a go-around just before touchdown. The aircraft lost power during the initial part of the go-around and was observed to drop its right wing and come to rest upside down just to the left of Runway 26L. The pilot and passenger were extracted from the wreckage by airfield emergency services. The aircraft sustained severe damage during the accident, but there was no fire or fluid leakage.

Aircraft description

The Jodel D112 is a single engine, 2 seat, low wing, tail wheel monoplane constructed of wood and fabric. The aircraft has conventional controls and is not fitted with wing flaps. It has a single fuel tank located in front of the pilot behind the engine. The maximum useable fuel capacity is 65 l, and fuel quantity is indicated to the pilot via a metal wire attached to a cork float in the fuel tank. The aircraft does not have an electrical system and starting the engine is performed by swinging the propeller. Communication is achieved using a handheld battery powered radio that is wired to allow an intercom between the pilot and passenger. G-BEZZ was operated on a Permit to Fly issued by the CAA on LAA recommendation and is revalidated through the LAA, this was valid at the time of the accident.

Aircraft performance

G-BEZZ had a 65 HP engine, and the day of the accident was hot with little wind. The aircraft was within the published weight and balance envelope for the flight, so should have had the performance required to perform the go-around manoeuvre.

Personnel

The pilot held a valid PPL with a Single Engine Piston (SEP) rating which was issued in 2016, and he had a valid self-certified medical at the time of the accident. The pilot had flown a total of 88 hours in the Jodel prior to the accident and was a member of the syndicate that owned G-BEZZ.

Analysis

The flight to East Kirkby took slightly longer than anticipated and there was a further 10 minutes delay before landing. In total, the flight took nearly 20 minutes longer than planned. It was a hot day, the aircraft was heavy but within limits, and it is possible that more power would have been required for cruise flight, increasing fuel consumption. The pilot did not check the fuel at East Kirkby by dipping the tanks, instead relying on the wire gauge and float indicator within the fuel tank, but such indicator systems can be unreliable. The CAA recommends within CAP 1535, *The Skyway Code*¹, that aircraft fuel indication systems should not be used for preflight indications of fuel quantity and, instead, physical dipping of the tank should be done. With a planned flight time back of 1 hour 5 minutes and an estimated 1 hour 23 minutes of fuel available for the return flight, the fuel remaining at Barton would have been less than that required for the 30 minutes of flight recommended by the CAA when landing at destination on a VFR flight.

On arrival at Barton, the first go-around would have used more of the planned 18 minutes worth of fuel left and, during the second go-around, the engine stopped, probably due to fuel starvation. The possibility that the fuel starvation was due to a blockage of the fuel line could not be excluded, but the likely cause of the engine stopping was that the aircraft had run out of fuel.

Conclusion

The aircraft used more fuel than planned on the outbound leg to East Kirkby and on return to Barton had to perform two go-around manoeuvres. It is likely that this combination of events used more fuel than expected resulting in fuel starvation to the engine and the subsequent accident.

Footnote

¹ <https://www.caa.co.uk/publication/download/16110> [accessed February 2026].