

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Jodel D112, G-BHHX
<b>No &amp; Type of Engines:</b>	1 Continental Motors Corp A65-8F piston engine
<b>Year of Manufacture:</b>	1954 (Serial no: 223)
<b>Date &amp; Time (UTC):</b>	9 June 2012 at 1557 hrs
<b>Location:</b>	Watchford Farm, Tiphayes, near Honiton, Devon
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 1                      Passengers - 1
<b>Injuries:</b>	Crew - 1 (Minor)          Passengers - None
<b>Nature of Damage:</b>	Damaged beyond economic repair
<b>Commander's Licence:</b>	National Private Pilot's Licence
<b>Commander's Age:</b>	65 years
<b>Commander's Flying Experience:</b>	186 hours (of which 18 were on type) Last 90 days - 6 hours Last 28 days - 3 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and additional enquiries by the AAIB

**Synopsis**

The aircraft experienced a loss of power immediately after takeoff and a forced landing was attempted. The aircraft probably stalled from a low height and struck the ground, causing extensive damage to the aircraft but without serious injury to either occupant.

**History of the flight**

The aircraft was taking off for a local flight with the pilot and passenger on board. The pilot performed the normal pre-flight checks, including ensuring that there was sufficient fuel for the flight. The engine was started and all indications were normal. Having warmed the engine, the pilot taxied the aircraft to the hold for Runway 22 where the magneto drop and carburettor

heat checks were carried out, again with nothing unusual noted. After line-up, full power was applied and the aircraft took off but, as it started to climb, the engine started to lose power. The pilot checked the fuel and magneto switches, exercised the throttle and selected carburettor heat but could not get the engine to run normally.

The pilot estimates he was at about 100 feet, so he selected the only field available and pushed the nose down to head for it. The next thing he remembered was hanging upside down in his harness. He managed to release the harness, called for his passenger to do the same and both occupants crawled out "through a hole

in the fuselage” (photographs of the aircraft show that the entire nose, including the engine and instrument panel, had broken off). The pilot suffered a cut to his head but the passenger appeared uninjured. The owner of the field arrived after a few minutes, followed by the emergency services, including the Devon Air Ambulance which airlifted both men to hospital.

The pilot had no precise recollection of the sequence of events between heading towards the field and finding

himself upside down in what remained of the cockpit, although he suspects that the aircraft stalled and dropped a wing which is borne out by study of photographs of the ground marks and the wreckage. The reason for the engine losing power is also not known, although there were no obvious anomalies visible externally.