

**ACCIDENT**

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|--|---|-------------------|
| <b>Aircraft Type and Registration:</b> | Jodel D117, G-BGTX  |                   |
| <b>No &amp; Type of Engines:</b>       | 1 Continental Motors Corp C90-14F piston engine   |                   |
| <b>Year of Manufacture:</b>            | 1957  |                   |
| <b>Date &amp; Time (UTC):</b>          | 29 June 2009 at 1130 hrs  |                   |
| <b>Location:</b>                       | After takeoff from Shobdon Aerodrome, Herefordshire   |                   |
| <b>Type of Flight:</b>                 | Private   |                   |
| <b>Persons on Board:</b>               | Crew - 1  | Passengers - None |
| <b>Injuries:</b>                       | Crew - None   | Passengers - N/A  |
| <b>Nature of Damage:</b>               | Damage to both wing leading edges, superficial damage to tailplane and wing fabric and right hand canopy; possible engine shockload |                   |
| <b>Commander's Licence:</b>            | National Private Pilot's Licence  |                   |
| <b>Commander's Age:</b>                | 74 years  |                   |
| <b>Commander's Flying Experience:</b>  | 530 hours (of which 174 were on type)<br>Last 90 days - 4 hours<br>Last 28 days - 2 hours   |                   |
| <b>Information Source:</b>             | Aircraft Accident Report Form submitted by the pilot  |                   |

After taking off from Runway 09, at a height of 350 ft, the engine lost power and began to run roughly. Due to unsuitable terrain ahead, the pilot initiated a 180° turn to land back on Runway 27. During the turn the pilot applied carburettor heat and changed fuel tanks, but with no effect on the rough running engine. He made a downwind flapless landing but was unable to slow the aircraft significantly before reaching the boundary fence. The aircraft was, however, travelling with sufficient speed to allow the pilot to 'hop' over the fence, touching down in a fenced compound beyond. It was brought to

a halt when it struck the fence on the opposite side of the compound. The pilot was uninjured. The cause of the loss of engine power has not been determined but the weather conditions for the day (temperature 24°C and a dew point of 17°C) were conducive to moderate carburettor icing at cruise power and serious icing at descent power. The pilot commented that the pre-takeoff application of carburettor heat may have been insufficient to clear any carburettor ice that may have formed during taxiing.