

# The Dutch Safety Board

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**Occurrence #:** 2005069                      **Classification:** Accident

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## FACTUAL INFORMATION

Date of the occurrence:	20-05-2005	POB flight crew:	1
Place of the occurrence:	Kats	Flight experience:	Circa 650 hours total, circa 100 hours on type
Aircraft registration:	G-AJOE	POB passengers:	1
Aircraft model:	Miles M38 Messenger 2A	Injuries:	None
Aircraft type:	General Aviation Aircraft	Lighting conditions:	Daylight
Type of flight:	Cross-country		
Phase of operation:	En route		
Damage to aircraft:	Substantial		

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## The flight and the occurrence



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The Miles M38 Messenger 2A, G-AJOE, is a vintage (classic) aircraft originally built in 1947 and restored last in 2001. Subject was a cross-country flight from Hamburg-Uetersen (EDHE) via Groningen Airport Eelde (EHGG) to Calais (LFAC) en route to final destination Hulvington, England. On board were the pilot, also owner of the aircraft, and a passenger. The flight from Germany to Groningen was uneventful. Approximately one hour into flight from Groningen to Calais the engine and propeller stopped, with a massively violent jolt. According to the pilot nothing unusual was heard in advance, the engine just instantly seized. During the preparations for an emergency landing, the pilot issued a MAYDAY call with his position to Dutch Mil, the flight information service which he was in contact



*Damaged right-hand fuselage*



*Hole in engine casing*

with at that moment. According to the pilot he was flying at an altitude of 1,200 feet and was forced to make a tailwind landing. The field he had chosen was just planted with corn (mais). Due to the wind gusting to circa 25 knots, the planned touch-down point was over-shot. The aircraft landed fast, and on all 3 wheels in the selected field, but the pilot was unable to stop the aircraft before the end of the field. Adjacent to the landing field was a wide water dyke. In an attempt to try and skip over the dyke the pilot pull full stick at the last moment. This was partially successful, but unfortunately, the main wheels impacted against the opposing dyke bank side with full force, turning the right hand wing and undercarriage legs off.

Both occupants left the aircraft without injuries. The emergency services attended the scene within a few minutes. The aircraft was substantially damaged (insurance write-off). Removal of the upper engine cowling, revealed two holes in the engine casing.

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## **Investigation & Analysis**

This report is mainly based on the investigation performed by the Aviation Police and information supplied by the pilot/owner of the aircraft.

The amount of flying hours of the airframe and engine after respectively restoration and overhaul were approximately 100. Investigation revealed that the engine most likely stopped as a result of a broken bolt of one of the connecting rods. No further effort was performed to find the cause of the bolt failure, during the investigation the engine has not been dismantled.

Note: This report has been published in English and Dutch language. If there are differences in interpretation the Dutch text prevails.