

Emergency landing after engine problem, Fokker S.11.1, PH-ACG

near Teuge International Airport, 16 June 2023

The pilots of this historic aircraft had fueled the aircraft at Teuge International Airport (EHTE) for a flight to Lelystad Airport (EHLE). Before setting course, the pilots performed a touch-and-go. According to the pilots, the engine, an AVCO Corporation, Lycoming Division O-435-A, initially responded normally when full throttle was selected. However, immediately after liftoff it became apparent that the aircraft did gain less altitude. A witness on the ground stated the engine was running smoothly, but that the aircraft remained in ground effect and did not climb nor accelerate. After this, the pilots noticed that the engine no longer provided the ability to keep the aircraft at a minimum altitude and decided to make an emergency landing in a field. The aircraft came to a stop upside down and sustained substantial damage. The two pilots on board received minor injuries.

▼ *The Fokker S.11.1 in the field.*
(Source: Dutch Aviation Police)



On the left side of the cockpit, the Fokker S.11 has a power lever and a mixture lever. On the center console in between the two seats, the aircraft has a power lever and a carburetor heat lever. After the accident, the left power lever was found in the full forward position (maximum power) and the right power lever in the full aft position (minimum power). The carburetor heat lever was found in the 'cold' position. The mixture lever was found stuck, halfway between the lean and rich position. The aircraft's flight manual states that the mixture lever must remain in the rich position when operating the aircraft below 1,500 metres altitude.

The technical examination carried out by the owner showed that the engine mounting was bent and the engine controls no longer functioned fully. Further investigation has not yielded any information that could explain the cause of the engine problem. The lock mechanism of the mixture handle no longer functioned due to wear. This may have caused the mixture control to partially move from "rich" to "lean", causing the engine to receive too little fuel and a loss of power.

The Dutch Safety Board did not further investigate the occurrence.

Classification: Accident

Reference: 2023112