



Air Accident Investigation Unit Ireland

**FACTUAL REPORT
ACCIDENT TO
RANS Inc. S-6 COYOTE 2, Microlight, G-MYGH
Enniskean Airfield, Co.Cork
06 April 2012**



**An Roinn Iompair
Turasóireachta agus Spóirt**

Department of Transport,
Tourism and Sport

FINAL REPORT

AAIU Report No: 2012-23
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In accordance with Annex 13 to the Convention on International Civil Aviation, Regulation (EU) No. 996/2010 and the provisions of S.I. 460 of 2009, the Chief Inspector of Air Accidents, on 06/04/2012, appointed Paddy Judge as the Investigator-in-Charge to carry out an investigation into this Accident and prepare a Report. The sole purpose of this investigation is the prevention of aviation Accidents and Incidents. It is not the purpose of the investigation to apportion blame or liability.

Aircraft Type and Registration:	RANS Inc. S-6 COYOTE 2, Microlight, G-MYGH
No. and Type of Engines:	1 x ROTAX 503
Aircraft Serial Number:	PFA 204-12335
Year of Manufacture:	1993
Date and Time (UTC):	06/04/2012 @ 13.00 hrs
Location:	Enniskean Airfield, 6 nm west of Bandon, Co.Cork
Type of Operation:	General Aviation – Local
Persons on Board:	Crew – 1
Injuries:	Crew – None
Nature of Damage:	Substantial
Commander's Licence:	PPL(A) issued by the Irish Aviation Authority (IAA)
Commander's Details:	Male, aged 51 years
Commander's Flying Experience:	242 hours, of which 55 were on type
Notification Source:	Pilot
Information Source:	AAIU Pilot Report Form submitted by Pilot



SYNOPSIS

The co-owner of G-MYGH, having completed a number of circuits on Runway (RWY) 30, handed over the aircraft to the Pilot who intended carrying out one solo circuit. While landing on RWY 30, the aircraft's right main wheel caught in an electrified wire fence, leading to a heavy landing on the runway and damage to the aircraft. The Pilot switched off the electrics and fuel and exited the aircraft safely.

1. FACTUAL INFORMATION

1.1. History of the Flight

RWY 30/12 is a level grass strip approximately 400 metres long, located alongside the River Bandon, to which the Pilot frequently made approaches and with which he was quite familiar. In his description of the accident the Pilot said:

"... while making my approach to RWY 30, with the wind at 030/12 knots, I encountered a very strong down draught just prior to the threshold. I applied power but realised my RH wheel had snagged the single strand wire fence. I reduced power and the aircraft came to rest at the marked spot".

The spot marked on a diagram in the Pilot's Report Form is approximately 17 metres from the RWY 30 threshold.

The Pilot commented that the grass strip had a good level surface, with the approach path being good from either direction. The normal aiming point would be 40 metres from the threshold, he said, and the single strand wire fence he referred to was electrified to contain farm animals.

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1.2. Damage to Aircraft

Following the accident, the Pilot supplied photographs to the Investigation which showed that both the nose wheel and the right hand main wheel had separated (**Photo No. 1**). There was also some damage to the engine cowling.



Photo No.1: Damage to Aircraft (photo by the Pilot)

FINAL REPORT

1.3. UK CAA Permit to Fly

G-MYGH had a valid UK Civil Aviation Authority (CAA) issued Permit to Fly, dated 17 June 2011, and a UK Light Aircraft Association (LAA) Certificate of Validity- Permit to Fly, dated 19 August 2011. This latter Certificate forms part of the CAA Permit to Fly. The Permit to Fly contains an exemption which states:

“The Civil Aviation Authority in exercise of its powers under the Air Navigation Order, hereby exempts this aircraft from the provisions of the said Order which prohibits an aircraft flying in accordance with the conditions of a Permit to Fly, from flying on any flight which does not begin and end in the United Kingdom without passing over any other country. This exemption is granted subject to the condition that before flying within any other country, permission is obtained from the appropriate authority of that country”.

The IAA informed the Investigation that they had no record of permission having been given for G-MYGH to operate in the Republic of Ireland in accordance with the provisions of Aeronautical Notice A19, titled *“Visiting aircraft not holding ICAO compliant Certificates of Airworthiness”*. The Pilot stated that the reason that he had not complied with the requirements of A19 in seeking permission to operate in the State was due to an oversight on his part, as he had believed that a home built microlight could operate under those provisions.

1.4. Subsequent Inter-State Licencing Developments

On 27 April 2012, the IAA and the UK CAA adopted mutual recognition of Flight Permits. This allows Irish and UK aircraft, without an ICAO Certificate of Airworthiness, to visit and overfly each other's State more freely. Microlights, classic and vintage aircraft and other civil aircraft with a flight permit or an equivalent document benefit from these changes.

IAA Aeronautical Notice A19 allows UK registered aircraft, with a valid Permit to Fly, to visit Ireland for up to 28 days at a time. UK CAA General Concession GC 6 provides the reciprocal freedom for Irish registered aircraft visiting the UK. Although this development facilitates aircraft visiting each other's State it does not permit aircraft registered in one State to become resident in the other. UK registered aircraft not included in Aeronautical Notice A19 may apply to the IAA for a specific permission to visit Ireland.

Additionally, since 25 May 2012, the IAA has introduced new rules which make it easier for UK licensed recreational pilots to visit Ireland on short visits. Ireland now allows a pilot issued with an UK National Private Pilot's Licence (NPPL) with Simple Single Engine Aeroplane (SSEA), Self Launching Motor Glider (SLMG), or Microlight Class Ratings to fly in Ireland under specified criteria.

2. AAIU COMMENT

The Pilot was unprepared for a down-draft which resulted in the aircraft's right hand wheel getting caught in an electrified fence and a consequent heavy landing, which resulted in damage to the aircraft undercarriage and engine cowling.

- END -

In accordance with Annex 13 to the Convention on International Civil Aviation, Regulation (EU) No 996/2010, and Statutory Instrument No. 460 of 2009, Air Navigation (Notification and Investigation of Accidents, Serious Incidents and Incidents) Regulation, 2009, the sole purpose of this investigation is to prevent aviation accidents and serious incidents. It is not the purpose of any such investigation and the associated investigation report to apportion blame or liability.

A safety recommendation shall in no case create a presumption of blame or liability for an occurrence.

Produced by the Air Accident Investigation Unit

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