



Air Accident Investigation Unit Ireland

ACCIDENT REPORT
I.C.P - MXP 740 SAVANNAH, EI-DKB,
Ardfert, Co. Kerry, Ireland
1 January 2010



**Department of Transport
Tourism and Sport**

*An Roinn Iompair
Turasóireachta Agus Spóirt*



AAIU Report No: 2011-011

State File No: IRL00910001

Published: 15/06/2011

In accordance with the provisions of SI 460 of 2009, the Chief Inspector of Air Accidents, on 02/01/2010, appointed Mr. Paddy Judge as the Investigator-in-Charge, to carry out a Field 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:	I.C.P - MXP 740 SAVANNAH, EI-DKB
No. and Type of Engines:	1 x Jabiru 2200 A
Aircraft Serial Number:	04/11/51/343
Year of Manufacture:	2005
Date and Time (UTC):	01/01/2010 @ 14.30 hrs
Location:	Private Airfield, Ardfert, Co. Kerry
Type of Flight:	General Aviation - Pleasure - Local
Persons on Board:	Crew - 1 Passengers - 1
Injuries:	Crew - 0 Passengers - 0
Nature of Damage:	Extensive
Pilot's Licence:	JAR-PPL (UK)
Pilot's Details:	Male, aged 30 years
Pilot's Flying Experience:	65 hours, of which none were on type
Notification Source:	Owner
Information Source:	AAIU Field Investigation



SYNOPSIS

The Pilot-in-Command (PIC) allowed another pilot to fly a circuit from the left hand seat. During the landing, the handling Pilot, who was not qualified on that aircraft type, did not flare the aircraft correctly. It stalled and struck the ground nose wheel first. The aircraft was substantially damaged but there were no injuries.

1. FACTUAL INFORMATION

1.1 **History of the Flight**

The PIC, who was one of the owners of the aircraft, stated that, at the time, the weather conditions were good and the wind was light. He had earlier flown a number of circuits from the private grass airfield accompanied by a passenger who was a pilot. He candidly stated that he had then stopped the aircraft, switched seats and allowed the Pilot to fly a circuit from the left hand seat. During the landing the Pilot, who had not previously flown the aircraft type from that seat, over-flared the aircraft thereby causing it to enter a low speed stall while close to the ground. The PIC stated that he had insufficient time to make a correction before impact.

As a result of the stall, the nose wheel struck the ground first and the nose gear leg fractured and separated. The aircraft was probably damaged beyond economic repair in the ensuing ground contact, due to undercarriage and fuselage damage.

1.2 **Aircraft Information**

The aircraft is a conventional high wing 3-axis Microlight equipped with a tricycle undercarriage. The nose wheel is steered by the rudder pedals. The wing is designed for Short Take Offs and Landings (STOL) and has a high lift aerofoil with fixed leading edge slats. The wing is also fitted with full span flaperons (combined ailerons and flaps), which are extended by a flap lever on the left hand side. It was supplied in a kit form and was assembled in Ireland. The aircraft is fitted with dual flight controls and is equipped with a centrally mounted "Y" shaped stick and dual rudders.

The aircraft had a valid Permit-to-Fly at the time of the accident.

The Aircraft Logbook records prior to November 2008 were not completed satisfactorily, as details regarding dates, flights or hours had not been properly recorded. Similarly, detailed entries in the Engine Logbook only began in November 2008, after the aircraft changed ownership to the consortium that included the PIC.

1.3 **Licence Information**

The PIC had a valid Private Pilot Licence (PPL) with a 3-axis microlight class rating issued by the Irish Aviation Authority (IAA). The PIC did not have an instructor's rating. The Pilot had a current PPL-SEP (Single Engine Piston) issued by the United Kingdom (UK). He did not have a microlight rating.

2. ANALYSIS

The surface wind was light and weather was not a factor in this accident. Although the Pilot had a current PPL this licence was not valid for flying a microlight in Ireland, as Irish regulations require a specific microlight rating. Accordingly, the Pilot should have been accompanied by an instructor when flying the aircraft.

Although it may be tempting to do so, it is most unwise to allow another pilot to fly an aircraft unless that person has been properly trained and checked out beforehand on the aircraft type, as this accident shows. Otherwise, had this been an instructional flight, it would have been properly briefed for beforehand. Furthermore, the instructor would have been aware of the handling issues that a pilot unfamiliar with the aircraft could encounter and would have been ready to correct them before damage ensued.

3. CONCLUSIONS

(a) Probable Cause

Incorrect flare when landing.

(b) Contributory Factor

Absence of training and proficiency.

4. SAFETY RECOMMENDATIONS

This Investigation does not sustain any Safety Recommendations.

-END-

In accordance with Annex 13 to the International Civil Aviation Organisation Convention, 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 these investigations is to prevent aviation accidents and serious incidents. It is not the purpose of any such accident 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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