

## FINAL REPORT

AAIU Synoptic Report No: 2009-023

State File No: IRL00909072

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In accordance with the provisions of SI 205 of 1997, the Chief Inspector of Air Accidents, on 16 August 2009, appointed Mr. Paul Farrell as the Investigator-in-Charge to carry out a Field Investigation into this Accident and prepare a Synoptic 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.

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|--|---|
| <b>Aircraft Type and Registration:</b> | Urban Air UFM-10 Samba XXL<br>Microlight, OK-KUA 26                       |
| <b>No. and Type of Engines:</b>        | 1 x Jabiru 2200A  |
| <b>Aircraft Serial Number:</b>         | SA-XL-28  |
| <b>Year of Manufacture:</b>            | 2005  |
| <b>Date and Time (UTC):</b>            | 16 August 2009 @ 13.20 hrs  |
| <b>Location:</b>                       | Kilkenny Aerodrome (EIKL), Co.<br>Kilkenny                                |
| <b>Type of Flight:</b>                 | Private   |
| <b>Persons on Board:</b>               | Crew - 2          Passengers - 0  |
| <b>Injuries:</b>                       | Crew - Nil          Passengers - Nil                                      |
| <b>Nature of Damage:</b>               | Significant   |
| <b>Commander's Licence:</b>            | PPL(A), issued by the Irish Aviation<br>Authority (IAA)                   |
| <b>Commander's Details:</b>            | Male, aged 46 years   |
| <b>Commander's Flying Experience:</b>  | 2,000 hours, of which 1,400 were on<br>type                               |
| <b>Student's Details:</b>              | Male, aged 45 years   |
| <b>Student's Flying Experience:</b>    | 70 hours, all on type   |
| <b>Notification Source:</b>            | Instructor Pilot  |
| <b>Information Source:</b>             | Air Accident Report Form submitted<br>by Pilot - AAIU Field Investigation |

### SYNOPSIS

Just prior to touch down on an instructional flight, with the student as the handling pilot, the aircraft was allowed to yaw to the left and touched down in a crabbed orientation. The aircraft skidded to the left, departed the runway and suffered significant damage.

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## 1. FACTUAL INFORMATION

### 1.1 History of the Flight

This instructional flight involved a local navigational exercise and concluded with circuits to runway (RWY 27) at EIKL. Meteorological conditions were wind 270°/10 kts, visibility greater than 10km with no significant weather. The navigational exercise was completed without incident, as were the first two circuits at EIKL. On the final circuit, with the student as handling pilot, both the Student Pilot and Instructor were satisfied that the aircraft was properly established on the approach. The round-out and subsequent hold-off were normal. Just prior to runway contact the aircraft was allowed to yaw to the left and touched down in a crabbed orientation. The Instructor intervened but it was too late to retrieve the situation. The aircraft skidded to the left, departed the runway into rougher terrain and sheared off the nose wheel and right undercarriage leg. The propeller and engine cowling were damaged when they contacted the ground (**Photo No. 1**). There were no injuries and the crew exited the aircraft unaided.



**Photo No. 1: Aircraft as it came to rest**

### 1.2 Certification

The aircraft is Czech Republic registered and operates on a Permit-to-Fly. The IAA had approved the Czech Republic Permit-to-Fly.

The Aircraft was serviceable and properly maintained.

The Instructor had a valid PPL(A) and Microlight Flight Instructor Rating (M) issued by the IAA. The Student had a valid Student Pilot Licence (A) issued by the IAA.

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The club operating the aircraft is registered with the IAA as a Registered Training Facility (Microlight) and the Instructor Pilot is the registered Chief Flying Instructor (CFI) for the club. IAA Aeronautical Notice 36, "Microlight Aircraft", permits foreign Microlight Aircraft up to 450 kg Maximum take-off mass (MTOM), with a valid permit to fly in the state of registration, to provide flight training, provided the training is conducted by a rated IAA approved flight instructor. All these conditions were met in this case.

### **2. ANALYSIS**

There is a fine balance between an instructor allowing a student to fly and learn for himself, and an instructor intervening too frequently which impedes the student's learning and progress. In this case the Instructor had good reason to be confident in the Student's abilities, as he had already successfully completed a navigational exercise and two circuits. In the absence of a cross wind the most likely reason for the yaw was an inadvertent control input by the student pilot. The fact that the yaw occurred so close to the touch down made it less likely that the Instructor's intervention would be successful.

### **3. CONCLUSIONS**

#### **(a) Findings**

1. The Aircraft was serviceable and properly maintained.
2. The Aircraft operated on a Czech Republic Permit-to-Fly, which had been approved by the IAA for operation in Ireland.
3. The Pilot and Student Pilot held valid licences.
4. The aircraft yawed to the left just before touch down on the third circuit.
5. The instructor attempted to retrieve the situation.
6. The aircraft skidded left and departed the runway into rougher terrain.
7. The aircraft suffered significant damage with a broken nose undercarriage leg, a broken right undercarriage leg, and damage to the propeller and the engine cowling.

#### **(b) Probable Cause**

Loss of directional control probably due to inadvertent control input by the Student Pilot.

#### **(c) Contributory Cause(s)**

Late intervention by the Instructor.

### **4. SAFETY RECOMMENDATIONS**

This Investigation does not sustain any Safety Recommendations.

- END -