



Final Report
by the Hungarian Civil Aviation
Safety Bureau

on the accident

to the aircraft "GARDAN" GY-80-160, HB-DCM

on 14 August 2003

at Fertoszentmiklos (LHFM)

Brief description of the accident:

The pilot was approaching LHFM. In phase of hovering during the final glide he was too high above the runway to finish the manoeuvre. The aircraft roughly rebounded then skid from the runway. While losing its speed, it tipped down over towards the left wing. The aircraft contacted the ground with its wing tip and nose, and then slid along on its belly.

There were no injuries. The damage to the aircraft was substantial, approx. 75%.

The pilot and the passenger, who was the operator of the aircraft and had a valid license, made written comments on the Draft Report. These were taken into consideration when preparing the Final Report.

Category of occurrence: ACCID:

Time of the accident: 14 August 2003, at 11:10 LT

Location of the accident: LHFM

Organization conducting the investigation: Hungarian Civil Aviation Safety Bureau (HCASB)

Person nominated to investigate: Mr. Sándor Nagy

1. Factual Information

The Swiss national operator who had a valid license and his friend (hereinafter called the pilot) flew from Switzerland to Hungary via Austria. The pilot had valid PPL license, but its validity concerning the aircraft type involved had already expired. With a view to reactivating it, he asked his operator-friend to pilot the aircraft under his supervision. For this reason, on the day of the accident, before takeoff at LHBS when submitting the flight plan to the AFIS, he gave the operator's name as pilot of the aircraft. The operator, according to his own statement, only learned of this just before takeoff. He was seated on the right side, while his friend on the left.

1.1. History of the Flight:

The aircraft took off at LHBS at 08:05 UTC and via GYR was approaching LHFM for landing. In the hovering phase of the final glide approach, it was too high above the runway to finish the manoeuvre. The aircraft roughly rebounded, then skid from the runway. While losing its speed, it tipped down over towards the left wing. The aircraft contacted the ground with its wing tip and nose, then sliding along on its belly. There were no injuries. At the hearing, the pilot and his passenger stated the following:

After the second rebound, the passenger seated on the right and in possession of a valid pilot's license, told the pilot to give full power. Since the pilot hesitated in doing so, he did it himself. As he remembered, the pilot then told him to „take over”, and just let

go of the control stick, which was taken over by the passenger. But it was too late to make the necessary correction. The aircraft lost most of its speed during the rebounds, it skid under full power and with nose up, then went on to kneel down towards the left wing and nose. After a slide, it stopped.

1.2. Injuries to persons: none

1.3. Damage to aircraft: substantial, approx. 75%

1.4. Other damage: none

1.5. Aircraft Personnel Information

1.5.1 Pilot

Age, sex: 71 year-old male

Ratings of licence: PPL 'A'

Validity of licence: 03/11/2003

Medical validity: 30/11/2003

Total hours flown: 599 hours 47 minutes

Total number of takeoffs: 983

Hours flown in the last 12 months: 24 hours 35 minutes

Number of takeoffs in the last 12 months: 19

Hours flown within the last 30 days: 3 hours 45 minutes

Number of takeoffs in the last 30 days: 2

On the concerned aircraft type involved:

Total hours flown: 42 hours 48 minutes

Total number of takeoffs: 53

Hours flown in the last 12 months: 3 hours 45 minutes

Number of takeoffs in the last 12 months: 2

Hours flown within the last 30 days: 3 hours 45 minutes

Number of takeoffs within the last 30 days: 2

1.5.2 Passenger

Age, sex: 64 year-old male

Ratings of licence: PPL 'A'

Validity of licence: 04/07/2006

Medical validity: 15/06/2004

Total hours flown: 869 hours 55 minutes

Total number of takeoffs: 1664

Hours flown in the last 12 months: 23 hours

Number of takeoffs in the last 12 months: 35

Hours flown within the last 30 days: 5.5 hours

Number of takeoffs in the last 30 days: 10

On the concerned aircraft type involved:

Total hours flown: 620 hours

Total number of takeoffs: 950

Hours flown in the last 12 months: 17 hours

Number of takeoffs in the last 12 months: 20

Hours flown within the last 30 days: 5.5 hours

Number of takeoffs within the last 30 days: 10

1.6. Aircraft information

	Hours flown	Number of landings
Since manufacturing	2019 hours 35 minutes	1549
Since the last overhaul	2019 hours 35 minutes	1549
Since the last maintenance	15 hours 25 minutes	41

Other aircraft data are irrelevant. Not detailed here.

1.7. Meteorological information

Irrelevant. Not detailed here.

1.8. Navigational aids

Irrelevant. Not detailed here.

1.9 Communication

Irrelevant. Not detailed here.

1.10. Aerodrome information

The aerodrome concerned had valid licence of operation. The parameters of the aerodrome were irrelevant to the accident; therefore, they are not detailed here.

1.11. Flight recorders

The aircraft was not equipped with flight recorders. The type of the aircraft and of the flight task did not require the operation of flight recorders. No regulations exist for this aspect.

1.12 Wreckage and impact information

Due to the rough contact with the ground, the nose gear and the left aileron were detached from the aircraft. There was substantial damage to the fuselage, the propeller, the belly, and to the wings as well.

1.13. Medical and forensic information

The pilot had a valid medical fitness certificate. There is no data available on the psychophysical condition of the pilot before and during the flight.

1.14. Fire

No fire occurred in connection with the accident.

1.15. Possibility of survival

Not applicable here.

1.16. Tests

No tests were required to be conducted.

1.17. Organizational and management information

The organizational and management information had no influence on the accident; therefore, they were not subject to an investigation.

1.18. Additional information

None.

1.19. Useful or effective investigation techniques

None.

2. Analysis

On final approach to LHF, the aircraft started its landing procedure normally. Flying over the threshold, it started the hovering phase too high at approx. 4 meters. During deceleration, the aircraft turned out to be in a stall situation, as a result of which it contacted the ground with the fuselage and the nose gear. Since the pilot did not react in time from the first rebound, the aircraft rebounded a second time. The passenger seated on the right took over the control stick and gave full power just at the moment when the pilot let go of it, telling him to „take over“. With full power at minimal speed and a pulled control stick, the aircraft skid off to the right of the runway onto the grass. The passenger tried to navigate the aircraft back onto the runway with the result that the aircraft went into a spinning dive with the pulled control stick at minimal speed. Due to the low altitude, the left wing contacted the ground provoking a further spin of the aircraft onto its nose. The nose gear broke and fell apart, as did the main gears, airscrews and the fuselage. There was damage to the propeller, the body, and the wing as well. The aircraft slid on its belly, then stopped by 160° in the opposite direction. There were no injuries. The damage of the aircraft was substantial, i.e. more than 75%.

3. Conclusions

According to the investigation, it can be stated that the pilot did not make the necessary corrections in time when landing. The passenger seated on the right – who had a pilot licence and more professional experience – was also too late. The handover of the control of the aircraft was made in haste and contributed to making the situation even more dangerous.

4. Safety recommendations

No safety recommendations are issued.