



FINAL REPORT

INCIDENT INVOLVING BRM –AERO BRISTEL

AIRCRAFT ON 14TH OF APRIL 2018

AT LARNACA INTERNATIONAL AIRPORT



ΕΠΙΤΡΟΠΗ ΔΙΕΡΕΥΝΗΣΗΣ ΑΕΡΟΠΟΡΙΚΩΝ
ΑΤΥΧΗΜΑΤΩΝ & ΣΥΜΒΑΝΤΩΝ ΚΥΠΡΟΥ



AIRCRAFT ACCIDENT & INCIDENT
INVESTIGATION BOARD CYPRUS

Αρ. Φακ.: 16.15.01.2/18

Τηλ: 24-643086 / 24802915

Φαξ: 24-643052

25 May 2018

**SUBJECT: FINAL REPORT INCIDENT INVOLVING BRM-AERP BRISTEL
AIRCRAFT ON 14TH OF APRIL 2018 AT LARNACA INTERNATIONAL AIRPORT**

OBJECTIVE OF THE INVESTIGATION

"The Investigation of this Accident has been conducted by the AAIIB in accordance with Annex 13 of the Chicago Convention, European Regulation 996/2010 and Cyprus Aircraft Accident & Incident Investigation Law 2015.

In accordance with Annex 13 to the Convention on International Civil Aviation, EU Regulation 996/2010 and the Cyprus Aircraft Accident & Incident Investigation Law 2015 [N.73(I)/2015], the sole objective of the investigation of an accident or incident shall be the prevention of accidents and incidents. It is not the purpose of this activity to apportion blame or liability.

Any judicial or administrative proceedings to apportion blame or liability should be separate from any investigation conducted under the provisions of ICAO Annex 13.

Consequently the use of this report for any other purpose except for the prevention of accidents in the future could lead to wrong interpretations."

ΣΚΟΠΟΣ ΤΗΣ ΔΙΕΡΕΥΝΗΣΗΣ

«Η διερεύνηση του συγκεκριμένου ατυχήματος διενεργήθηκε από την ΕΔΑΑΣ σύμφωνα με το Παράρτημα 13 της Σύμβασης για τη Διεθνή Πολιτική Αεροπορία, τον Κανονισμό (ΕΕ) 996/2010 και τον περί Διερεύνησης Αεροπορικών Ατυχημάτων και Συμβάντων Νόμο του 2015 [N.73(I)/2015].

Σύμφωνα με το Παράρτημα 13 της Σύμβασης για τη Διεθνή Πολιτική Αεροπορία, τον Κανονισμό (ΕΕ) 996/2010 και τον περί Διερεύνησης Αεροπορικών Ατυχημάτων και Συμβάντων Νόμο του 2015 [N.73(I)/2015], η διερεύνηση αεροπορικών ατυχημάτων και συμβάντων δεν έχει σκοπό στην απόδοση υπαιτιότητας ή ευθύνης. Ο μοναδικός σκοπός της διερεύνησης και του πορίσματος είναι η πρόληψη των ατυχημάτων και συμβάντων.

Οποιαδήποτε δικαστική ή διοικητική διαδικασία για απόδοση υπαιτιότητας ή ευθύνης, θα πρέπει να είναι ξεχωριστή από οποιαδήποτε έρευνα η οποία διεξάγεται σύμφωνα με το Παράρτημα 13 του Διεθνούς Οργανισμού Πολιτικής Αεροπορίας (Δ.Ο.Π.Α).

Κατά συνέπεια, η χρήση αυτού του πορίσματος για οποιοδήποτε άλλο σκοπό εκτός από την πρόληψη των ατυχημάτων στο μέλλον θα μπορούσε να οδηγήσει σε λανθασμένες ερμηνείες»

Aircraft Operator: PRIVATE

Aircraft Type and Model: BRM AERO BRISTELL

Registration: 5B-HBI

Location: LARNACA INTERNATIONAL AIRPORT

Date and Time: 14TH OF APRIL 2018 09:35 UTC

CONTENTS:

- OBJECTIVE OF THE INVESTIGATION
 - ABBREVIATIONS
 - SYNOPSIS
-
1. FACTUAL INFORMATION
 - 1.1. HISTORY OF THE FLIGHT
 - 1.2. DAMAGE TO AIRCRAFT
 - 1.3. PERSONNEL INFORMATION
 - 1.4. AIRCRAFT INFORMATION
 - 1.5. METEOROLOGICAL INFORMATION
 2. CONCLUSIONS
 3. SAFETY RECOMMENDATIONS

ABREVIATIONS:

AAIIB AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION BOARD

EASA EUROPEAN AVIATION SAFETY AGENCY

ICAO INTERNATIONAL CIVIL AVIATION ORGANISATION

KIAS KNOTS INDICATED AIRSPEED

LT LOCAL TIME

PIC PILOT IN COMMAND

RWY RUNWAY

UTC COORDINATED UNIVERSAL TIME

SYNOPSIS

1. FACTUAL INFORMATION

1.1. HISTORY OF THE FLIGHT

The pilot filed a flight plan to fly with a passenger on the 14th of April from Larnaca Airport at 08:30 UTC, in order to proceed to Limassol Training Area for a pleasure flight and then to return back to Larnaca, giving an estimated time of arrival 10:30 UTC.

After the pilot returned to Larnaca and landed at 12:35 L.T. on RWY 22 he reported to the Air Traffic Control that his aircraft was immobilized on the RWY due to a nose wheel flat tyre.

At 12:44 local time the AMIU attended the scene with an engineer from airmotive who assisted in towing the aircraft through taxiway BRAVO at 12:48 L.T.

After 25 minutes of RWY closure the RWY was given back for normal operation at 12:50 L.T.

1.2. DAMAGE TO AIRCRAFT

Nose wheel axle found bended and nose wheel tyre was deflated as a result of a heavy landing which was not mentioned by the pilot in his report.

1.3. PERSONNEL INFORMATION

The Pilot of 5B-HBI aged 72 flown 245 hrs as P.I.C out of 455 flight hours total.

On 9th August 2016 he had the same type of accident where he crashed landed on RWY 22 inflicting severe damage to his aircraft nose section.

The safety recommendation of the AAIIB at that time, was for him to undergo further training on landing techniques before he flies again on his own. However according to his personal Flight Log Book it appears that the recommended training suggested by the AAIIB was never followed.

1.4. **AIRCRAFT INFORMATION**

This is a non EASA certified 3 AXIS light sport aircraft (LSA) in the ultralight category. This is authorized under a permit to fly certificate issued by the DCA.

1.5. **METEOROLOGICAL INFORMATION**

As per the information obtained from Larnaca Airport Meteorology Office, on 14 April 2018 at 09:35 UTC the wind direction and velocity for runway 22 was 170° 8 knots, that is well within this aircraft operating limitations. (Max permitted crosswind velocity for take-off and landing for this aircraft is 15 KIAS)

2. **CONCLUSIONS**

The pilot although he has a lot of flight hours in his flying log book, his experience does not reflect the way that he handles his aircraft especially on landings.

It is obvious that he has not followed the previous recommendations that were suggested by the AAIIB to him following his previous crash landing on RWY 22 in August 2016.

The DCA also appears not monitoring the implementation of the AAIIB's safety recommendation of that accident.

3. SAFETY RECOMMENDATIONS

As the pilot has been involved previously in another landing accident, we recommend that before his next flight as P.I.C. he undergoes further training, following which a skill test with an approved flight examiner is carried out in order to verify the pilots abilities to fly and land safely.

Prepared by



(Ioannis Droussiotis)

Member of AAIIB

Approved by



(Captain Ioannis Loizou)

Chairman of AAIIB