

ΕΠΙΤΡΟΠΗ ΔΙΕΡΕΥΝΗΣΗΣ ΑΕΡΟΠΟΡΙΚΩΝ
ΑΤΥΧΗΜΑΤΩΝ & ΣΥΜΒΑΝΤΩΝ ΚΥΠΡΟΥAIRCRAFT ACCIDENT & INCIDENT
INVESTIGATION BOARD CYPRUS

File. no.: 16.15.01.12/16

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12 September 2016

Mr Nicos Nicolaou
Chief Operations Officer
Department of Civil Aviation

**SUBJECT: AIRCRAFT TYPE BRISTEL LSA, REG. No. 5B-HBI CRASHED DURING LANDING ON
RUNWAY 22 (LARNACA INTERNATIONAL AIRPORT) ON 9 AUGUST 2016**

The primary purpose of investigating any aircraft accident is to prevent reoccurrence. It is not the purpose of this activity to apportion blame or liability.

The aircraft was flown by the pilot owner. This was a pleasure flight, in accordance with the flight plan submitted.

The flight departed from Larnaca Airport to Pafos Airport where Touch and Go was practiced.

The pilot was properly licensed and qualified in accordance with the Regulations of the Department of Civil Aviation (DCA) Cyprus.

The pilot possessed valid and current medical certificate. Pilot stated that he was not sick or under the influence of alcohol.

The accident aircraft was properly certified and maintained and was equipped and dispatched in accordance with applicable regulations and industry practices. There was no evidence of any preexisting powerplant, system, or structural failure.

The aircraft was immobilized on runway 22 between taxiways "A" and "B". The aircraft sustained substantial damage and the pilot with another passenger were uninjured.

A post accident examination of the aircraft showed the nose landing gear collapsed (N.LG Leg bent) sidewise on the left when it touched down, which resulted in the aircraft's nose impacting the runway.

The aircraft sustained substantial damages such as: All three propeller's blades, right hand wing tip fairing, right hand MLG wheel fairing, right hand wing minor dents and buckling on the leading edge, pitot port and Engine cover fairing.

The atmospheric conditions encountered during the approach and landing were within the performance capabilities of the aircraft; there was no evidence of significant crosswind.

According to the Meteorological Information provided from ATC Larnaca, the wind was 190 degrees 11knots. No evidence of crosswind or other hazardous conditions near the runway at the time of the accident.

From the verbal report of the pilot and the damages the aircraft sustained, the Aircraft Accident and Incident Investigation Board (AAIIB) determines that the probable causes of the accident were:

The pilot failure to properly apply proper landing technique to align the aircraft with the runway centerline and to properly arrest the aircraft's descent rate before the aircraft touched down resulting landing well to the right of the centerline and hard.

The excessive vertical and lateral forces on the nose landing gear during the landing exceeded those that the gear was designed to withstand and resulted the collapse of the nose landing gear, in an effort to bring the aircraft back on the centerline of runway 22.

SAFETY RECOMMENDATION

In view of the above AAIIB Recommends that the pilot undergoes before his next flight additional training on the Landing Techniques.

Initiated by



(Andreas Galatis)
Member of Cyprus AAIIB

Approved by



(Captain Ioannis Loizou)
Chairman of Cyprus AAIIB

Cc: Mr Andreas Paspalides – Head of Flight Safety (Department of Civil Aviation) ✓