



MINISTRY OF TRANSPORT, CONSTRUCTION AND REGIONAL DEVELOPMENT OF THE SLOVAK REPUBLIC

Aviation and Maritime Investigation Authority
Nám. slobody 6, P.O.BOX 100, 810 05 Bratislava 15

Reg. No. : SKA2011018

FINAL REPORT

on investigation of air accident
of aircraft **Zodiac CH601 HD**
registration No. **OM - M407**

Date: 13.12.2011

Place: Partizánske Airport / LZPT

A. INTRODUCTION

The investigation of air accident, serious incident, has been conducted pursuant to Art. 18 of the Act No 143/1998 on Civil Aviation (Civil Aviation Act) and on Amendment of Certain Acts and in accordance with the Regulation (EU) No. 996/2010 of the European Parliament and of the Council on investigation and prevention of civil aviation accidents and incidents, governing the investigation of civil aviation accidents and incidents.

The final report is issued in accordance with the Regulation L 13 that is the application of the provisions of ANNEX 13 Air Accident and Incident Investigation to the Convention on International Civil Aviation.

The exclusive aim of investigation is to establish causes of accident, serious incident, and to prevent their occurrence, but not to refer to any fault or liability of persons.

This final report, its individual parts or other documents related to the investigation of the air accident in question have an informative character and can only be used as recommendation for the implementation of measures to prevent occurrence of other air accidents and serious incidents with similar causes.

Operator / Owner:	Luboš Madunický
Type of aircraft:	Zodiac CH601 HD
Registration number of aircraft:	OM-M407
Take-off site:	LZPT
Landing site:	LZPT
Flight phase:	landing
Type of operation:	general aviation
Place of accident:	LZPT
Date and time of detection of accident:	13.12.2011, 12:55

Note: All time data in this report are stated in the UTC time.

B. INFORMATIVE SUMMARY

After the landing on the grass runway („RWY“) of LZPT the aircraft bounced up to the height of 2 m. During repeated landing the aircraft made hard traverse landing and the right-side landing gear leg fork became deformed.

The aircraft crew was not injured.

The specialized commission appointed for investigation of the air accident:

Ing. Igor Benek – chairman of the Investigation Commission

Ing. Zdenko Bielik – member of the Investigation Commission.

Report issued by:

The Aviation and Maritime Investigation Authority
of the Ministry of Transport, Construction and Regional Development
of the Slovak Republic

C. MAIN PART OF REPORT

1. FACTUAL INFORMATION
2. ANALYSES
3. CONCLUSIONS
4. SAFETY RECOMMENDATIONS

1. FACTUAL INFORMATION

1.1 History of the flight

The crew of the aircraft was making flights according to the training programme for the aviation personnel of flying sports equipment, type micro-light aircraft, of the Directive No 5/2000 of the Slovak Federation of Ultra-Light Flying („SFUL“).

In the morning they made 2 flights according to Title 4.3 „Training programme for conversion to other types of LŠZ/ML“ – practical part, exercises No. 31 and No. 32.

At 13:35 the crew continued the training with exercise No. 33, Training circling flights. The crew made 3 flights.

According to the instructor’s statement, during the fourth flight, exercise No. 33, when the pilot was making landing, in the phase of contact with RWY the aircraft bounced up to the height of 2 m due to the irregularity of the runway. After the repeated landing on RWY of LZPT the aircraft hard landed on its right-side landing gear leg, the fork of which became deformed and damaged.

LPS SR, š.p., through its unit RCC reported the air accident to the Aviation and Maritime Investigation Authority of the MoTCRD SR.

Daytime: day

1.2 Injuries to persons

Injury	Crew	Passengers	Other persons
Fatal	-	-	-
Serious	-	-	-
Minor	-	-	-
None	2	-	-

1.3 Damage to aircraft

The aircraft suffered minor damage.



1.4 Other damages

The Aviation and Maritime Investigation Authority was not informed about circumstances with potential application of other claims for compensation of damages towards a third party.

1.5 Personnel information

Pilot:

Citizen of the Slovak Republic, aged of 39 years, holder of the flying sports aircraft pilot licence No. 11S2103 with marked validity until 20.03.2013.

Qualifications:

Pilot of FSA / Pilot of FSE

Flying experience:

Total number of flight hours: 47 h 05 min and 295 flights

On the day of air accident (including the critical flight): 00 h 45 min and 6 flights

Pilot - instructor:

Citizen of the Slovak Republic, aged of 72 years, holder of the flying sports aircraft pilot licence No. 07S0108 with marked validity until 31.05.2012.

Qualifications:

Pilot of LSA / Pilot of MLA

Instructor of LSA / Instructor of MLA

1.6 Aircraft information

Type: Zodiac CH601 HD
Serial No: 7723
Year of manufacture: 2011
Manufacturer: Luboš Madunický

Total number of flight hours since manufacture: 11 h 15 min and 31 flights

The certificate of airworthiness No. RS196 was issued for the aircraft by the authorized organisation of SFUL on 29. 11. 2011.

1.7 Meteorological situation

Not applicable.

1.8 Aids to navigation

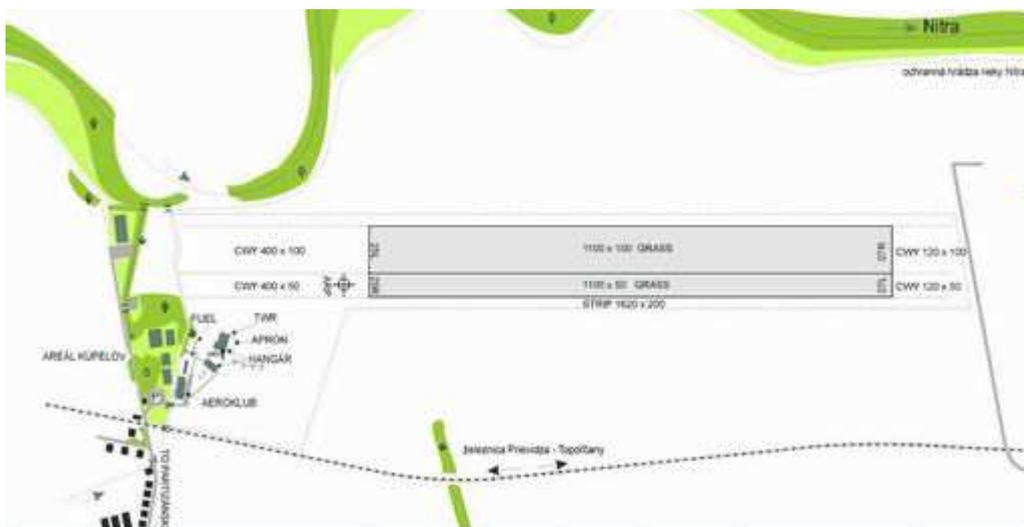
Not applicable.

1.9 Communications

Not applicable.

1.10 Aerodrome information

At the time of air accident the runway of LZPT was operable and fit for take-off and landing of this type of aircraft.



1.11 Flight recorders and other recorders

Not applicable.

1.12 Wreckage and impact information

Not applicable.

1.13 Medical and pathological information

Not applicable.

1.14 Fire

Not applicable.

1.15 **Survival aspects**

Not applicable.

1.16 **Tests and research**

Not applicable.

1.17 **Organizational and management information**

Not applicable.

1.18 **Additional information**

Not applicable.

1.19 **Useful or effective investigation techniques**

Standard investigation methods were used.

2. ANALYSIS

- 2.1 During landing at the airport LZPT, in the touchdown phase, the pilot was probably making the landing at a higher landing speed. When the aircraft touched the runway, the irregularity of RWY caused that the aircraft bounced and took off again. The pilot reacted to the situation inadequately – he corrected the landing error by pushing the control lever with repeated hard landing on RWY.

Due to the pilot's activity and passivity of the instructor who was only giving the pilot instructions for correction of poor landing, the aircraft made a hard traverse landing on its right-side landing gear leg. It caused its higher dynamic loading, followed by deformation of the leg fork.

3. CONCLUSIONS / CAUSE OF AIR ACCIDENT

The main cause of the air accident was poor mastering of the flying technique after landing by the aircraft crew and the miscorrection of landing error during the conversion training flight.

4. SAFETY RECOMMENDATIONS

The final report from investigation of air accident does not contain any recommendations.

Bratislava, 15.05.2012