



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

Air Accident and Incident Investigation Board
Nám. slobody 6, P.O. BOX.100, 810 05 Bratislava 15

Reg. No. SKA2010016

FINAL REPORT

on investigation of an air accident

of aircraft type **CESSNA F-172 M**

Registration No. **OM-EGA**

Date: 06.08.2010

Place: Airport LZDB

A. INTRODUCTION

The investigation of air accident [AA], serious incident [SI], 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, 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 an accident or serious incident and 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 have 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:	private person
Type of aircraft:	CESSNA F172M
Registration No:	OM-EGA



Take-off site:	Airport LZDB
Landing site:	Airport LZDB
Flight phase:	landing
Date and time of accident:	6 August 2010, 14:14 hrs

Note: All times in this Report are UTC.

B. INFORMATIVE SUMMARY

On 6 August 2010 the crew with borrowed aircraft Cessna F172M, registration No. OM-EGA, accomplished a task consisting in the training navigation flight from the Airport LZDB and back.

Following the hard landing on the runway ("RWY") 05L the front landing gear leg got broken.

The aircraft crew was not injured.

The following persons were appointed as investigators of the air accident:

Ing. BENEK Igor	chairman of the Permanent Investigation Board
Lic. MIČEKOVÁ Jaroslava	member of the Permanent Investigation Board

The report is issued by:

Air Accident and Incident Investigation Board
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

On 6 August 2010 the Russian crew with borrowed aircraft, Identification No. OM-EGA, conducted a training navigation flight during the 17th FAI World Rally Flying Championship – Rally 2010.

During the return from the training navigation flight the pilot reported the end point of the track "Nová Dubnica". He received instructions for landing on RWY 13 in use. Then he was offered the direct approach to RWY 05, with regard to the wind and airport traffic. The final approach phase was at very low speed, with aircraft substantially "stretched" above the horizon. In this configuration the aircraft flew over the threshold of RWY 05 and when the pilot reduced throttles to idle, the aircraft landed very hard (fell) from the height of 2 m on the main landing gear. Subsequently the aircraft bounced and landed on the front landing-gear leg which got broken.

The aircraft crew was not injured.

Daytime: Daylight

The air accident was reported by the rally director to the Air Accident and Incident Investigation Board.

1.2 Injuries to persons

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

1.3 Damage to aircraft

The detailed damage caused to the aircraft was not ascertained by the investigation board.





1.4 Other damages

No other damages were reported to the Air Accident and Incident Investigation Board.

1.5 Personnel information

Aircraft commander – pilot:

Citizen of the Russian Federation, aged of 49,
holder of the aviation personnel licence (private pilot) PPL(A) N°000404, issued by the Air Transport Department of the Russian Federation on 30 September 2002.

Qualifications: SEP(L) with marked validity until 28 October 2011

Medical certificate: 2nd class, valid until 28 October 2010

Flying experience:

Total flight hours: 421:09 hrs and 1,242 flights

Pilot:

citizen of the Russian Federation, aged of 55,
holder of the aviation personnel licence (commercial pilot) CPL(A) N°004826, issued by the Federal Aviation Authority of the Russian Federation, with marked validity until 28 October 2010.

Medical certificate: 1st class, valid until 28 October 2010

Flying experience:

Total flight hours: 5,856:28 hrs and 19,314 flights as at 10 July 2010

1.6 Aircraft information

a) Airframe

Type:	CESSNA F 172M,
registartion No:	OM-EGA,
Serial No:	F172M1013,

Certificate of airworthiness No. 0912, issued by CAA SR on 11 April 2008.
Certificate of airworthiness inspection No. 0912/03, issued by CAA SR on 18 May 2010.

b) **Engine**

Type: LYCOMING IO-320-E2D
Manufacturer: TEXTRON Lycoming, USA

c) **Propeller**

Type: McCAULEY, serial No: 1C160CTM7553
Manufacturer: McCauley Propeller Systems, Wichita, USA

d) **Weight of aircraft at the time of air accident:**

The weight of aircraft at the time of air accident was within the permitted range.

1.7 **Meteorological situation**

Not specified.

1.8 **Aids to navigation**

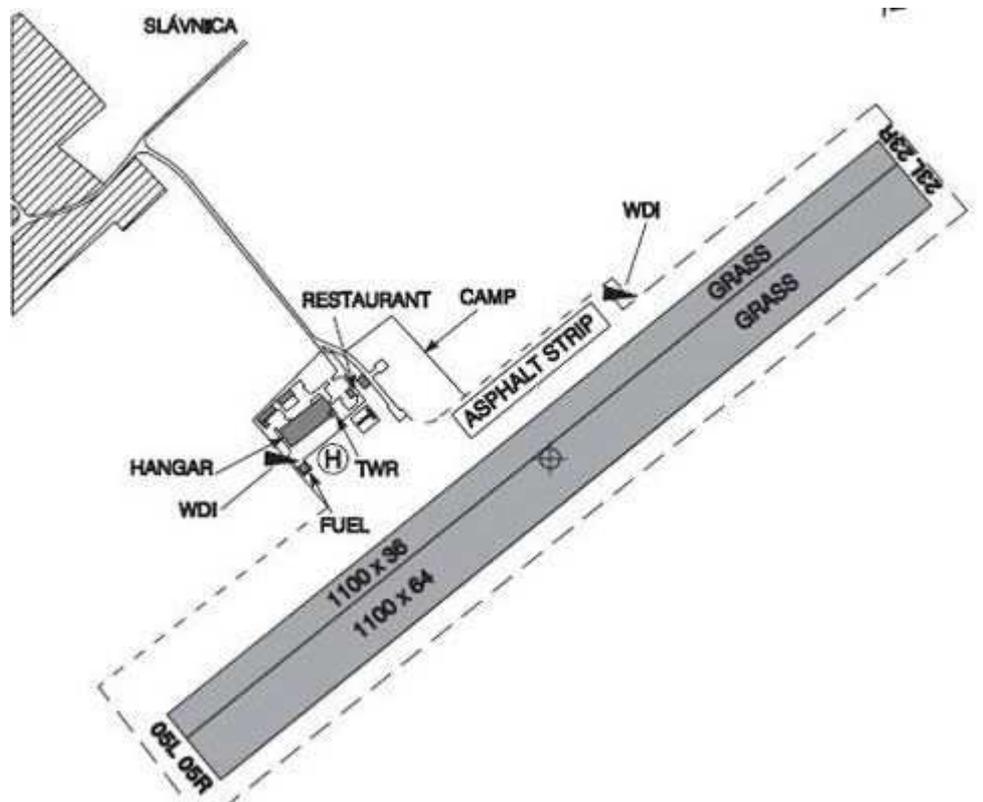
The aircraft was equipped for VFR flights.

1.9 **Communications**

The aircraft was equipped by a radio communication system enabling a two-way communication with all air stations at any moment of flight.

1.10 **Aerodrome information**

The Airport LZDB is a public domestic aerodrome with irregular operation. The grass RWY 23L / 05R is used for aircraft operation. The runway was suitable for the critical flight at the time of air accident.



1.11 Flight recorders

The aircraft was not equipped by flight recorders.

2. ANALYSIS

- 2.1 In the final phase the pilot was making the landing at very low landing speed, with aircraft stretched above the horizon under steep angle. When he flew over the runway threshold in height of 2 m, the pilot reduced throttles to idle. The aircraft landed hard on the runway with main landing gear and bounced. After the bounce the aircraft landed on the front landing-gear leg which got broken under the high load.
- 2.2 At the time of the accident the crew members were not under the influence of alcohol, narcotics or common drugs likely to decrease their attention during the flight.
- 2.3 The crew members had valid qualifications for the critical flight.
- 2.4 Nobody was injured in this air accident.
- 2.5 Before the critical flight the aircraft fulfilled the conditions of airworthiness.

3. CONCLUSIONS / Cause of air accident

- Poor mastering of the flying technique by the aircraft crew
- Aircraft overflare at a low speed with hard landing, followed by bounce and landing on the front landing-gear leg.

4. SAFETY RECOMMENDATIONS

Training flights putting stress on precision and correct landing were conducted with the pilot before he was allowed to continue the competition flights during the 17th FAI World Rally Flying Championship – Rally 2010.

Bratislava, 30 March 2011