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**ACCIDENTS**

<b>Aircraft Type and Registration:</b>	Medway Eclipser Microlight, EI-CTC	
<b>No &amp; Type of Engines:</b>	1 Rotax 912 ULS piston engine	
<b>Year of Manufacture:</b>	1999	
<b>Date &amp; Time (UTC):</b>	26 December 2005	
<b>Location:</b>	Aghavilly Road, Armagh, Northern Ireland	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - 1 (Minor)	Passengers - 1 (Minor)
<b>Nature of Damage:</b>	Extensive	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	39 years	
<b>Commander's Flying Experience:</b>	294 hours (of which 137 were on type) Last 90 days - 5 hours Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The aircraft struck telephone wires on approach whilst making a precautionary landing in a field.

struck the wires and was pitched nose down into the field. Although the aircraft was extensively damaged, the pilot and passenger escaped with minor injuries.

**History of the flight**

The pilot and passenger were conducting a private flight from Clonbullogue, in the Republic of Ireland, to a private strip at Coalisland in Northern Ireland. About 15 nm south of his destination, the pilot observed a lowering cloud base and fog ahead on track. He decided to make a precautionary landing and, after choosing what appeared to be a suitable field, commenced his approach to land. In the latter part of the approach, the pilot became aware of telephone wires running along the edge the field, but was unable to avoid them. The aircraft

The local weather conditions according to the pilot's report were: wind from the north-east at 10 kt, temperature +2°C and visibility of 5 km, with low cloud and localised fog.

The pilot believed that the accident had been caused by him not seeing the wires soon enough on the approach to take avoiding action and that the cold weather might have slowed his reactions.