

ACCIDENT

Aircraft Type and Registration:	Tecnam P92-EM Echo, G-DWPF	
No & Type of Engines:	1 Jabiru Aircraft PTY 2200A piston engine	
Year of Manufacture:	2002	
Date & Time (UTC):	1 June 2009 at 1946 hrs	
Location:	Dunnaval Road, Kilkeel, Northern Ireland	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - 1 (Serious)
Nature of Damage:	Extensive damage to fuselage and left wing, right wing detached	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	30 years	
Commander's Flying Experience:	41 hours (of which 14 were on type) Last 90 days - 14 hours Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft stalled on approach and impacted a low wall.

History of the flight

On the day of the accident the pilot completed several solo flights at a private airstrip before collecting a passenger for the short flight to nearby Kilkeel Airfield. He reported that the takeoff and flight were uneventful and that the aircraft behaved normally. Approaching the northbound grass runway at Kilkeel he initially flew the aircraft at an indicated airspeed of 60 kt and then selected full flap. Judging that the aircraft was lower than intended, he applied power and raised the nose but, at a height of approximately 100 ft, found that this was

insufficient to regain the desired approach path. He then applied full power and raised the nose further, at which point the aircraft rolled suddenly to the left. The pilot could not recall the control inputs he made after this manoeuvre but remembered that the aircraft hit the ground banked to the right and in a nose down attitude.

The aircraft came to rest in an agricultural compound near the southern boundary of the airfield, approximately 60 m west of the extended centreline of the runway, demolishing a low breeze block wall as it did so. There was no fire and, despite considerable damage to the aircraft, the cabin remained essentially intact and provided a survivable space for both occupants. The pilot

was able to vacate the aircraft unaided and assisted the emergency services with the evacuation of his passenger who had sustained serious injury.

Other information

The pilot reported that the surface wind was calm and the weather “fine”, with visibility in excess of 10 km. He also provided information that indicated the aircraft would have been close to its maximum takeoff and landing weight of 450 kg. The UK importer of the type stated that, based on the experience of operators of the type, it is likely that with full flap and high power set, the aircraft would roll to the left upon stalling.

Pilot’s assessment of the cause

The pilot commented that, although he had operated at Kilkeel on several occasions, this was the first flight on which he had carried a passenger. He considered that he made insufficient allowance for the heavier aircraft with its higher stalling speed and the extra power required to maintain the desired approach path compared to previous flights. He concluded that the aircraft stalled and rolled to the left as it did so leaving him insufficient height to effect a recovery.