

ACCIDENT

Aircraft Type and Registration:	Ikarus C42 FB80 Ikarus, G-OJDS	
No & Type of Engines:	1 Rotax 912-UL piston engine	
Year of Manufacture:	2004 (Serial no: 0411-6633)	
Date & Time (UTC):	9 June 2016 at an unknown time after 1128 hrs	
Location:	Near Cushendun, Northern Ireland	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - 1 (Fatal)	Passengers - 1 (Missing)
Nature of Damage:	Aircraft destroyed	
Commander's Licence:	UK National Private Pilot's Licence (A)	
Commander's Age:	68 years	
Commander's Flying Experience:	Not known hours (of which n/k were on type) Last 90 days - Not known Last 28 days - Not known	
Information Source:	AAIB Field Investigation	

Synopsis

G-OJDS departed City of Derry Airport, Northern Ireland, at 1045 hrs on 9 June 2016 for a flight to Kirkbride aerodrome, Cumbria. The aircraft was last seen at approximately 1128 hrs near Cushendun, approximately 32 nm north of Belfast. The aircraft's tail section was spotted at 1342 hrs the following day (10 June) floating in the sea 6.9 nm south-east of Cushendun.

History of the flight

G-OJDS departed from City of Derry Airport, EGAE, at 1045 hrs on 9 June 2016 with two persons on board for a flight to Kirkbride aerodrome, Cumbria (approximately 9.5 nm west of Carlisle). The weather at the airport at 1050 hrs was wind from 030° at 4 kt with the direction varying between 350° and 070°; 7,000 m visibility with fog in the vicinity of the aerodrome; few clouds at 400 ft aal, scattered cloud at 800 ft aal and broken cloud at 2,300 ft aal; a temperature of 18° and a QNH of 1019 hPa.

Another aircraft (G-CDUS) took off at 1044 hrs with the same destination as G-OJDS and, although the pilot of that aircraft had planned the route with the occupants of G-OJDS, there was no intention for the two aircraft to fly the route in formation. G-OJDS routed towards the Coleraine Visual Reporting Point (VRP), 18 nm east-northeast of City of Derry Airport. At 1058 hrs, just before leaving the ATC frequency, the pilot reported

his altitude as 1,200 ft, and said that he was routing towards Port Rush (approximately 4 nm north of Coleraine) and descending to maintain VMC¹.

At 1103 hrs the pilot of a commercial flight in contact with Scottish ATC on 127.275 MHz reported that an aircraft with callsign *Golf Juliet Sierra* was trying to make contact with Scottish ATC². Just before he was transferred to Prestwick ATC, he said that he could still hear *Golf Juliet Sierra* trying to make contact. The Air Traffic Control Officer (ATCO) replied that he could not hear the aircraft's transmissions.

The pilot of G-CDUS reported that the plan was for the two aircraft to fly around the coast of Northern Ireland in a clockwise direction towards Larne before turning east towards Stranraer and then Kirkbride aerodrome. The last time he recalled seeing G-OJDS was at approximately 1128 hrs in the vicinity of Cushendun, on the coast approximately 32 nm north of Belfast, and he heard and saw nothing to indicate that there was a problem. He reported that, as he routed along the coast south of Cushendun, the visibility was approximately 3 to 5 km in haze with a poorly defined horizon, and there was fog over the sea. He climbed his aircraft above the haze, which extended to approximately 2,000 ft amsl, turned east towards Stranraer and called Scottish ATC at 1156 hrs.

G-OJDS was reported missing at approximately 1900 hrs when the pilot of G-CDUS called City of Derry Airport on the telephone to find out whether G-OJDS had returned.

Sections of the rear fuselage from G-OJDS were spotted at 1342 hrs the following day (10 June) floating in the sea 6.9 nm south-east of Cushendun .

Analysis

Examination of images of the recovered pieces of the aircraft confirmed that it had struck the sea with significant force. However, due to the limited amount of material recovered, and the lack of other substantive evidence relating to the accident, the AAIB was unable to determine the cause of the loss of this aircraft.

Footnote

¹ Visual Meteorological Conditions.

² The callsign for G-OJDS was *Golf Oscar Juliet Delta Sierra*, which might have been abbreviated to *Golf Delta Sierra*. It was not determined whether or not the transmission from *Golf Juliet Sierra* actually came from *Golf Delta Sierra*.