

ACCIDENT

Aircraft Type and Registration:	Letov LK-2M Sluka, G-MZBF
No & Type of Engines:	1 Rotax 447 piston engine
Year of Manufacture:	1996 (Serial no: PFA 263-12881)
Date & Time (UTC):	6 March 2022 at 1200 hrs
Location:	1 nm South of Kernan Airfield, Tandragee, County Armagh
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Nacelle and wings damaged
Commander's Licence:	National Private Pilot's Licence
Commander's Age:	66 years
Commander's Flying Experience:	374 hours (of which 339 were on type) Last 90 days - 10 hours Last 28 days - 7 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

Synopsis

At approximately 600 ft agl, during final approach to Kernan Airfield, the pilot felt a sudden release of pressure in the control column and a loss of roll control. He carried out a forced landing in a field immediately below, striking a hedge just before touchdown.

The cause of the accident was loss of right aileron control, due to a turnbuckle becoming disconnected from the right aileron cable due to a lack of secondary locking.

History of the flight

The pilot had conducted a two-hour 10 minute flight, and was returning to Kernan Airfield. On final approach to Runway 35, at approximately 600 ft agl, he felt a sudden release of pressure in the control column and a loss of roll control.

Due to high voltage power lines, approximately quarter of a mile ahead on the approach to Kernan Airfield, the pilot chose to conduct a forced landing. The pilot selected a field immediately below the flight path for the landing, reduced the engine power to idle, and the aircraft descended in a right turn. The aircraft struck a hedge just before landing but remained upright. Damage to both wings, nose fairing and propeller was sustained during landing. The pilot was able to exit the aircraft unaided.

Aircraft information

The Letov LK-2M Sluka is a single-seat Microlight that is de-regulated by the CAA and does not require a Permit to Fly. Airworthiness of the aircraft is the responsibility of the pilot.

Aircraft examination

Post-accident inspection by the pilot revealed that a control wire from the right wing aileron tensioning system had unscrewed from the end of a turnbuckle. Safety wire to prevent the turnbuckle from unscrewing was missing. The last maintenance checks were completed in November 2021 by the pilot but he could not recollect when the turnbuckle was last inspected.