

# FINAL REPORT

**AAIU Synoptic Report No: 2004-016**

**AAIU File No: 2004/0044**

**Published:13/09/04**

**In accordance with the provisions of SI 205 of 1997, the Chief Inspector of Accidents, on 7 July 2004, appointed Frank Russell as the Investigator-in-Charge to carry out an Investigation into this occurrence and prepare a Synoptic Report.**

<b>Aircraft Type and Registration:</b>	Rans S-7 Courier, G-BWKJ	
<b>No. and Type of Engines:</b>	1 x Verner SVS 1400	
<b>Aircraft Serial Number:</b>	PFA-219-129218	
<b>Year of Manufacture:</b>	1997	
<b>Date and Time (UTC):</b>	05 July 2004 @ 2005 hrs	
<b>Location:</b>	Moyne Airfield, Thurles, Co. Tipperary	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - Nil	Passengers - Nil
<b>Nature of Damage:</b>	Substantial, U/C collapsed, prop (wooden) shattered, fuselage damage.	
<b>Commander's Licence:</b>	Irish Commercial Pilot's Licence	
<b>Commander's Details:</b>	Male, aged 36 years	
<b>Commander's Flying Experience:</b>	800 hours (of which 5.15 were on type)	
<b>Information Source:</b>	Notification by pilot and AAIU Report Form submitted by pilot	

## 1. FACTUAL INFORMATION

### 1.1 History of the Flight

The RANS S-7 Courier is a two seat STOL kit-built aircraft. The landing gear is non-retractable tailwheel type. The take-off run and landing run to safe turn speed is approximately 175 ft and 303 ft, respectively.

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In his description of the accident, the pilot recalled that his approach seemed normal, landing on the upslope of the southern portion of the runway, when, moments before touchdown his rate of descent was higher than normal and this led to a heavy landing. The outcome was a collapsed undercarriage, with the propellor shattering on ground impact. Both occupants exited the aircraft uninjured. He felt that the weather was not a factor, CAVOK, 3-5 Kt. wind on the N/S Runway of some 1500 feet.

### 1.2 Pilot's Assessment of the Cause

In his report the pilot candidly stated that he had low time on type and no formal check-out on type, his only training was "Differences Training Course" on a piper Super Cub aircraft at a JAR/IAA Registered Training Facility (RTF). This and his unfamiliarity with this relatively light aircraft (MTOW 1,100 LBS) probably contributed to the accident.



*(Photo Source: Janes All the Worlds Aircraft)*