

DATA SUMMARY

LOCATION

Date and time	Friday, 21 September 2002; 10:30 local time
Site	La Axarquía Aerodrome (Málaga)

AIRCRAFT

Registration	G-BZFT
Type and model	Murphy Rebel
Operator	Private

Engines

Type and model	LYCOMING O-320-C2A
Number	1

CREW

	Pilot in command	Copilot
Age	69 years	72 years
Licence	Private aircraft pilot	ATPL
Total flight hours	2,095 h	14,000 h
Flight hours on the type	85 h	2 h

INJURIES

	Fatal	Serious	Minor/None
Crew			2
Passengers			
Third persons			

DAMAGES

Aircraft	Important
Third parties	Perimeter fence

FLIGHT DATA

Operation	General aviation – Check
Phase of flight	Landing – Touchdown

1. FACTUAL INFORMATION

1.1. History of the flight

The purpose of the flight during which the accident occurred was to check the pilot before the renewal of his licence.

For this purpose, the pilot took off from the La Axarquía aerodrome with the Murphy Rebel aircraft, registration G-BZFT, which also carried on board the checking pilot acting as copilot.



Photograph 1. General view of the aircraft

During the flight they agreed that the first landing would be carried out by the checking pilot in order to demonstrate how to land on the main landing gear (in two points).

During this landing, the checking pilot lost control of the aircraft, which went off the runway to the right. It crossed the strip and surrounding fence and fell into an irrigation ditch, before finally crashing into the aerodrome's perimeter fence.

1.2. Injuries to persons

Both of the aircraft's occupants were unharmed.

1.3. Damage to aircraft

The left leg of the main landing gear was bent backwards, the left wing's trailing edge was damaged as a result of crashing into the fence, and the fuselage at the nose was split.

1.4. Other damage

The aerodrome's perimeter fence was slightly damaged.

1.5. Personnel information

The pilot in command of the aircraft held a private air pilot's licence, issued by the United States Federal Aviation Administration, and valid until 31 May 2003.

The checking pilot held an airline transport pilot's licence, with type ratings for DC-10, Trilander, etc. His flying experience amounted to a total of 14,000 h, of which less than 2 h were on the type of aircraft that suffered the accident.

1.6. Aircraft information

1.6.1. *Technical data*

Model:	Murphy Rebel
Serial number:	PFA 232-13224
Year of manufacture:	2001
Engine:	Lycoming O-320-C2A

1.6.2. *Airworthiness certificate*

The aircraft did not have an airworthiness certificate issued in accordance with the Convention on International Civil Aviation but instead had a permit to fly, issued by the United Kingdom Civil Aviation Authority, and valid from 2 July 2002 to 1 July 2003.

1.7. Statement of the crew

The pilot who was being checked stated that he had agreed with the checking pilot that the first landing would be carried out by the latter, so that this pilot could show him how to do a two-point landing.

He went on to state that the checking pilot carried out the approach normally but that he carried out flare-out defectively, with the result that the aircraft was too high, which led to a hard landing. As a consequence of this, the aircraft bounced and rose up into the air again. During this bounce, the right wing descended slightly at the same time that the aircraft started to turn. The aircraft came down and there was a second contact with the runway, which caused an increase in the turn. The aircraft came off the runway to one side and finally came to a halt when it crashed into the aerodrome's fence.

The checking pilot stated that the other pilot's statement was a true indication of the facts.

2. CONCLUSIONS

2.1. Causes

The accident had its origin in the defective flare-out, which caused the aircraft's contact with the runway to be hard, which, in turn, led to the pilot losing control of the aircraft. The limited experience of the pilot flying in this type of aircraft may have been a contributing factor to the sequence of events.