



## Accident to the Robin DR400 – 120 registered F- GCRY

on 16 September 2018  
at Saint-Secondin (Vienne)

<sup>(1)</sup> Unless otherwise stated, all times given in this report are in local time.

<b>Time</b>	Around 16:30 <sup>(1)</sup>
<b>Operator</b>	Aéroclub du Limousin
<b>Type of flight</b>	Cross country
<b>Persons on board</b>	Pilot
<b>Consequences and damage</b>	Pilot fatally injured, aircraft destroyed
<b>This is a courtesy translation by the BEA of the Final Report on the Safety Investigation published in April 2020. As accurate as the translation may be, the original text in French is the work of reference.</b>	

## Loss of radar contact while cruising, collision with the ground

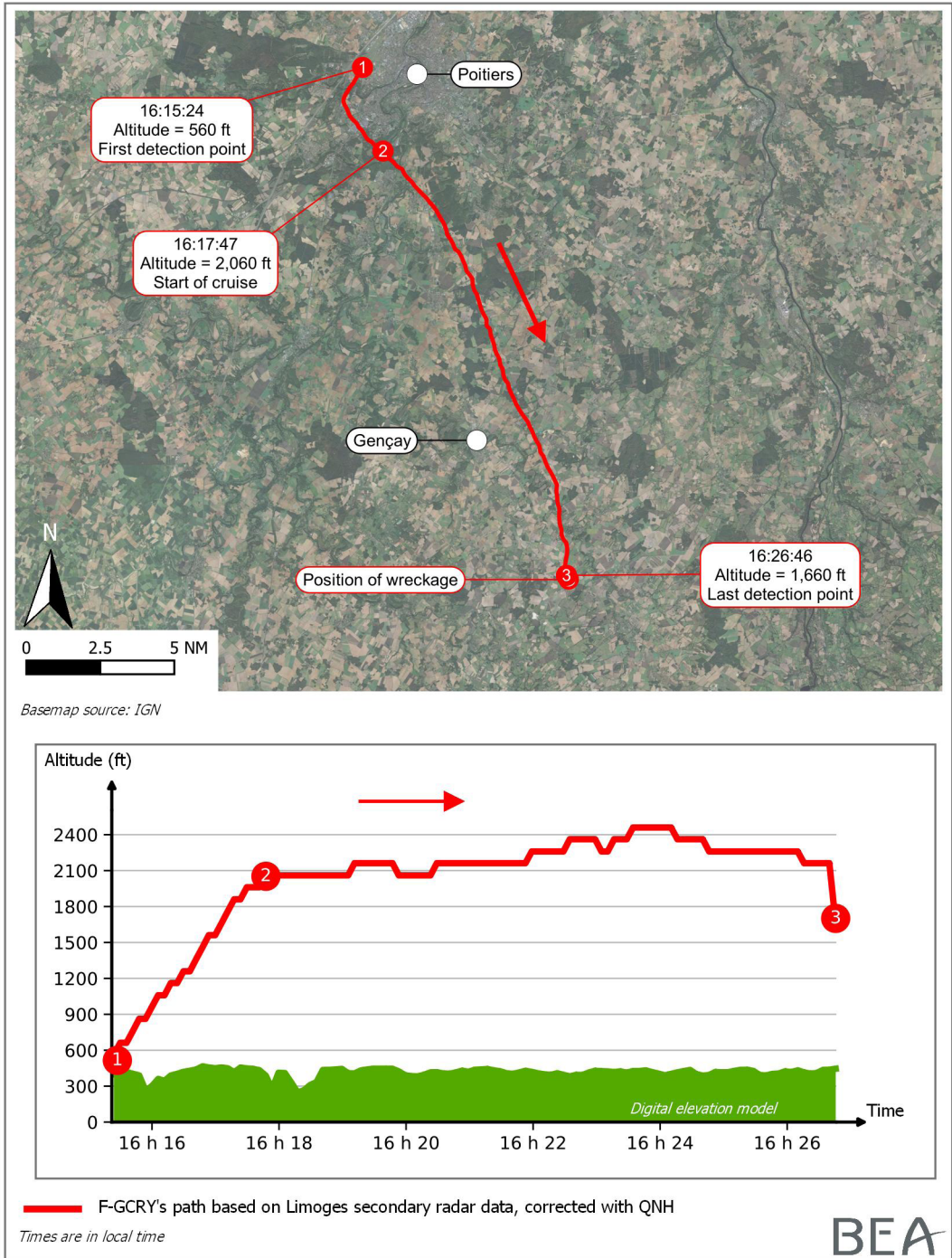
### 1 - HISTORY OF THE FLIGHT

*Note: the following information is based mainly on statements, onboard documents collected at the accident site, radio communication recordings and radar data.*

The pilot took off from Limoges Bellegarde aerodrome (Haute-Vienne) at about 15:30 for Poitiers Biard aerodrome (Vienne). He was planning to make a one-hour-and-ten minute return flight. F-GCRY was not equipped with an autopilot.

After announcing a go-around at Poitiers Biard at around 16:15, the pilot continued on the return journey to Limoges. The path followed corresponded roughly to the planned flight path and the cruising altitude was relatively stable between 2,100 and 2,500 ft. At 16:18, he left the Poitiers CTR frequency and contacted the flight information sector. He displayed the transponder code requested by the FIS and indicated that he would call back when exiting the sector. No other communication between the pilot and the controller was recorded.

At around 16:30, the aircraft hit the ground in the vicinity of the last recorded radar blip.



F-GCRY radar track  
(The average ground speed in cruise between points 2 and 3 was 107 kt)

## 2 - ADDITIONAL INFORMATION

### 2.1 Examination of the site and wreckage

An on-site examination of the wreckage was carried out on 17 September 2018. A further examination of the wreckage was carried out on 3 and 4 October 2018 in a hangar where the wreckage had been stored.

The observations made during these two examinations established the following facts:

- The aircraft was complete when it hit the ground.
- The aircraft hit the ground at high speed at a nose-down angle of more than 45° and a near-zero roll angle.
- Engine torque was very high at the time of the impact with the ground.
- The elevator control channel was continuous and no faults were detected on the pitch axis. The aileron, rudder and flap control channels were also continuous prior to impact.
- The precise position of the elevator trim could not be established.
- The horizontal stabilizer was properly fixed in place at the time of impact.
- The carbon monoxide detector was not recovered.

An examination of the wreckage was conducted in respect of the most recent maintenance work, and the implementation of the service bulletins and airworthiness directives relating to flight controls and structure was verified.

The searches carried out on the wreckage and the maintenance work did not reveal any malfunction or damage that could explain the occurrence.

At the time of the accident, given the pilot was the sole occupant and the weight of the fuel onboard, the aircraft was below the maximum allowable weight and within the approved centre of gravity envelope.

## 2.2 Pilot experience and rating

The 20-year-old pilot held a PPL(A) licence obtained on 20 April 2018 and an SEP (land) rating. He had logged 54 flight hours since 17 July 2015, including 17 hours as pilot-in-command, 53 hours on DR400s and 4 hours 25 minutes in the preceding three months.

## 2.3 Meteorological information

The estimated meteorological conditions at the accident site were as follows:

- CAVOK;
- surface wind: direction 270 to 300°, 4 to 6 kt with gusts of 12 to 14 kt;
- wind in the low layers: direction 300°, 5 to 10 kt in the whole layer up to 5,000 ft;
- ground temperature: 27 °C;
- QNH: 1,019 hPa;
- low turbulence.

## 2.4 Medical information

Medical examinations carried out after the accident did not reveal any abnormality, toxic substance or medication that could explain the accident. Nevertheless, the investigation did not rule out a sudden incapacitation of the pilot in flight.

## 3 - CONCLUSIONS

*The conclusions are solely based on the information which came to the knowledge of the BEA during the investigation. They are not intended to apportion blame or liability.*

While cruising at about 2,200 ft, the aircraft suddenly lost altitude and collided with the ground.

The safety investigation found no technical evidence to account for the accident and could not explain the aircraft's steep descent before hitting the ground.