

Accident to the DYN AERO - MCR04S registered F-PDTA

on 28 September 2019
at Longuesse (Val-d'Oise)

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

Time	Around 16:50 ⁽¹⁾
Operator	Private
Type of flight	Cross country
Persons on board	Pilot
Consequences and damage	Pilot fatally injured, aircraft destroyed
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.	

Collision with the ground, fire

1 - HISTORY OF THE FLIGHT

Note: The following information is based mainly on statements.

The pilot took off from Etrepagny (Eure) bound for Les Mureaux aerodrome (Yvelines). At about 16:45, he entered the Pontoise CTR without establishing radio contact with the controller. The controller saw the aircraft at the edge of his zone but could not see it on his radar and confirmed its presence with binoculars. He estimated the aircraft's height to be between 1,000 and 2,000 ft.

Shortly thereafter, several witnesses heard an unusual engine noise and then reported seeing the aeroplane enter a steep nose-down attitude, follow a vertical path and then hit the ground.

A fire broke out immediately upon impact.

2 - ADDITIONAL INFORMATION

2.1 Pilot information

The pilot, aged 50, had held an LAPL⁽²⁾ since November 2018, which had been converted from a basic pilot licence obtained three months earlier. This licence was accompanied by an SEP rating⁽³⁾, which was valid at the time of the accident.

He had also held a microlight pilot's licence with a fixed wing class rating since 2015.

His experience could not be confirmed. However, it can be noted that when the LAPL licence was issued 10 months before the accident, he had logged 30 flight hours on aeroplanes.

⁽²⁾ Light Aircraft Pilot License.

⁽³⁾ Single Engine Piston.

2.2 Meteorological information

On the day of the accident, the meteorological conditions in the area were cloudy with moderate south-westerly winds.

The 17:00 automatic METAR for Pontoise aerodrome, located approximately 5 NM from the accident site, gave the following information:

- wind 260°, 11 kt;
- visibility greater than 10 km;
- scattered clouds at 4,700 ft, compact layer at 5,800 ft;
- temperature: 20°C / dew point 9°C;
- QNH 1015.

2.3 Aircraft information

The MCR-4S is a four-seater, low-wing aircraft sold as a kit.

The pilot of F-PDTA was the owner. He had purchased it in January 2019.

The previous owner indicated that he had had a pyrotechnically-activated emergency parachute installed on this aircraft.

The aircraft was serviced in a workshop at Les Mureaux. The maintenance records obtained did not reveal any factor that could have contributed to the accident.

2.4 Site and wreckage information

The plane crashed in a field in Longuesse, not far from a residential area. The wreckage was completely burnt in the post-impact fire. No evidence of parachute deployment was observed by those present at the site.

An electronic tablet was found a few metres from the wreckage. However, its damaged condition meant that its contents could not be used.

2.5 Statements

Several witnesses saw the accident from three separate locations. Their statements differed as to whether or not smoke was present before impact and with respect to the initial flight path of the aircraft, and therefore it was not possible to determine precisely the circumstances of the occurrence. However, the following information was reported by most of the witnesses:

- The engine made an unusual noise just before the aircraft suddenly pitched down.
- The aircraft was flying lower than the aircraft usually seen in this area.
- The aircraft pitched nose-down until it struck the ground.
- No witnesses observed any parachute deployment.

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.

The aircraft was in level flight when it suddenly adopted a nose-down attitude until collision with the ground. The cause of the accident could not be determined.