



## Accident to the Cessna F 172 N registered F-GBJQ

on 23 July 2018

at Belvès - Saint-Pardoux (Dordogne)

<sup>(1)</sup> Except where otherwise indicated, the times in this report are in local time.

<b>Time</b>	Around 11:45 <sup>(1)</sup>
<b>Operator</b>	Flying club
<b>Type of flight</b>	Local
<b>Persons on board</b>	Pilot
<b>Consequences and damage</b>	Pilot fatally injured, aeroplane destroyed
This is a courtesy translation by the BEA of the Final Report on the Safety Investigation published in April 2021. As accurate as the translation may be, the original text in French is the work of reference.	

## Descent at the start of downwind leg after take-off, collision with trees, fire

### 1 - HISTORY OF THE FLIGHT

*Note: the following information is principally based on statements from an onlooker.*

A member of the flying club saw the pilot take off from runway 11<sup>(2)</sup> at Belvès - Saint-Pardoux aerodrome and head towards the right-hand downwind leg, in compliance with the published aerodrome circuit.

The witness entered a hangar and could no longer see the aeroplane. He then heard the engine rating increase and the sound of a collision. He exited the hangar and saw smoke rising from the forest.

### 2 - ADDITIONAL INFORMATION

#### 2.1 Meteorological information

The meteorological conditions estimated by Météo-France at 11:00 at the accident site were as follows: surface wind of 5 kt from 360°, OVC at 5,000 ft, temperature 27 °C, dew point 11 °C, QNH 1,025 hPa.

#### 2.1 Pilot information

The 71-year-old pilot was president of the flying club. He held a *Brevet de Base* (basic version of the LAPL, restricted to French airspace only) issued on 22 July 2014 and a LAPL (Aeroplanes) issued on 21 June 2018. He had logged 131 flight hours in the aeroplane type, 27 hours of which as pilot-in-command. The Bordeaux-Mérignac airport air transport police told the BEA that the pilot's class 2 medical fitness examination was still valid.

<sup>(2)</sup> Altitude 791 ft.  
Unpaved runway  
800 x 60 m.

## 2.2 Statements

The vice president and two members of the flying club helped the pilot to take the aeroplane out of the hangar, then saw him take off from runway 11. After the take-off, they did not continue to watch the flight. They stated that the pilot had appeared calm.

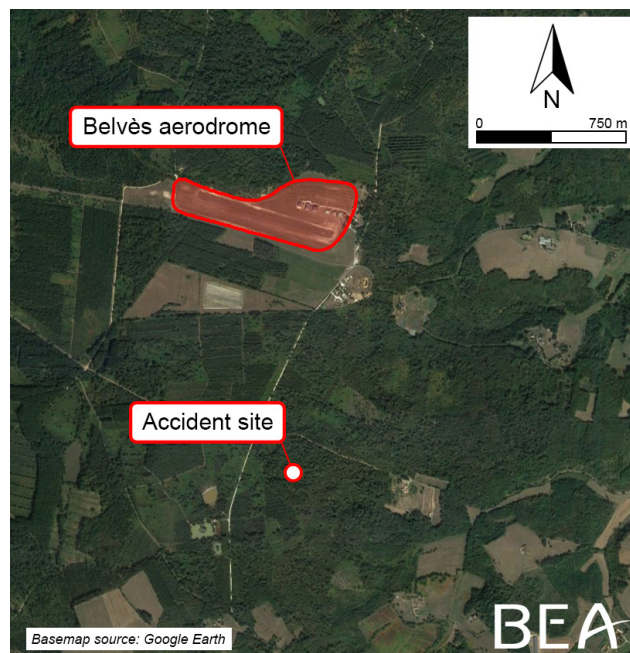
## 2.3 Examination of site and wreckage

The aircraft collided with the trees, approximately 1,100 m south abeam of the threshold of runway 29, i.e. at the start of the downwind leg (see illustration). The aircraft hit the top of the trees at a height of approximately 20 m. The debris was distributed in a line parallel to the runway, over a distance of around 65 m. The front section of the fuselage was partially destroyed by a fire on the ground.

The ailerons and flight controls were examined at the accident site. Their metal control cables were fractured in multiple places. The examination of these cables revealed no damage prior to the accident. These fractures were clearly caused by the accident. The elevator trim was in neutral position. The flaps were retracted.

The propulsion system of the aircraft was substantially damaged during the fire that occurred on the ground. As a result of this damage, further examination of the engine components was not possible. The only relevant information concerns the free rotation of the engine unit, with no internal component broken.

The condition of the propeller and the marks observed on the vegetation suggested that the engine was transmitting torque to the propeller at the time of the accident. However, the speed of the propeller could not be accurately determined.



Position of the wreckage

## **2.4 Medical and pathological information**

The pilot died when the aeroplane collided the ground. There was no clear indication of a pre-existing disabling condition.

There was no evidence of alcohol, drugs or medications taken prior to the accident.

## **3 - CONCLUSIONS**

The investigation was unable to identify the cause of the accident.