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FINAL REPORT

**Investigation into Accident by
BE 35 Beechcraft D-EEOL
At LKHS on 20 Februar 2005**

Prague
April 2005

A) Introduction

Operator: Franz Krauz / Germany
Aircraft manufacturer and type: Beech Aircraft comp., BE V35B
Registration: D-EEOL
Place of Incident: HOSÍN Airport (LKHS)
Date and Time: 20 February 2005, 12:08 (All times in this report are UTC)

B) Synopsis

The cause of the incident was investigated by an AAI commission comprising:

Investigator in charge: Ing. Karel Mařík

Member: Milan Pecník

The Final Report was released by:

ÚSTAV PRO ODBORNĚ TECHNICKÉ ZJIŠŤOVÁNÍ PŘÍČIN LETECKÝCH NEHOD
Beranových 130
199 01 PRAHA 99

On the 12. April. 2005.

C) The Final report includes the following main parts:

- 1) Factual information
- 2) Analysis
- 3) Conclusions
- 4) Safety recommendation
- 5) Annexes (to copy No.1 stored in UZPLN archive)

1 Factual information

1.1 History of the Flight

The pilot and the passenger got on the aircraft outside the Hosin Aerodrome hangar where the plane was parked temporarily. Before boarding the aircraft, the airport manager advised the pilot that the airport was out of service and take-off was only possible at his own discretion. After warming up the engine, the pilot taxied to take-off RWY 06. Then he went down the whole length of RWY 06 several times with the engine set for the take-off power, trying to take off, according to the passenger evidence. However, all attempts to take off failed as the speed was not high enough. At the third take-off attempt, the aircraft turned left off the paved RWY 06 at its end, off the snow wall. At the fourth take-off attempt, the nose wheel lifted and dropped repeatedly, without an observable increase in the aircraft's speed. Shortly after the last lift of the nose wheel, the aircraft suddenly changed direction by 30 degrees to the left, exited the paved surface of RWY 06, went into the snow wall and nosed over, damaging the wing tips and breaking the front undercarriage leg. As a result, the propeller blades were deformed and the engine mounting broke loose from the airframe structure.

1.2 Injuries to persons

Injuries	Crew	Passengers	Others
Fatal	0	0	0
Serious	0	0	0
Minor	0	0	0
None	1	1	0

1.3 Damage to aircraft

The nose wheel was broken off, the propeller was destroyed, the engine bed, front part of the A/C, including the engine cowlings, and the wing tips were damaged.

1.4 Other damage

There was no other damage.

1.5 Personnel information

a]

Pilot

Age	47
Total Flying Hours	1,200
Hours on Type BE 35	1000

PPL qualification and medical qualification of validity

b]

Passenger

Without effect on the occurrence.

1.6 Aircraft information

Type and Model: Beech Aircraft comp. BE V35B
Registration: D-EEOL
Serial Number: D-10294
Year of construction : 1979
Operator and owner: Franz Krauz/ Germany

1.7 Meteorological information

As the airport was closed, AFIS was not active; the weather was not monitored or recorded either. At the last take-off attempt, the wind was from 240°/3 kts, according to the LKHS manager.

1.8 Aids to navigation

NIL

1.9 Communications

NIL

1.10 Aerodrome information

The airport was closed for all take-offs and landings.

On RWY 06 was a snow cover 20 cm thick with several longitudinal tyre tracks. At a distance of about 10 m from the RWY left edge there was a snow wall parallel with RWY center line, 1.5 m wide and 1 m high, formed by the cleared snow from the runway.

Airport operation of LKHS is ruled by AIP CZ VOLUME III stating:

- in para. 3 that operation time is from 15th April to 15th October. Outside this time the airport can be used on request made before the intended operation;
- in para. 13.1 that data are not updated by NOTAMs;
- in para. 13.3 that RWYs are not maintained in winter.

1.11 Flight recorders

NIL

1.12 Wreckage and impact information

The damaged aircraft lay in the snow barrier around 11 m from the left edge of the RWY 06 lights line, 720 m from RWY 06 threshold. The front undercarriage leg, which was severed after the plane had run into the snow, was 4 m behind the right wing. The airplane stood on its nose part and main undercarriage wheels just behind the snow barrier. From the pilot's point of view the front part of the airplane was off-centered left, engine cowlings being damaged. Both the half-wings' end curves were distorted due to the contact with ground.

1.13 Medical and pathological information

The pilot was free of alcohol.

1.14 Fire

NIL

1.15 Survival aspects

NIL

1.16 Tests and research

NIL

1.17 Organizational and management information

The airport was out of service, no services were activated.

1.18 Additional information

Before the accident, the aircraft in question had landed at Hosín Aerodrome on 18 February 2005. The airport had been already closed and out of operation at that time due to a thick layer of snow covering the runway.

The accident is the subject of a Police investigation.

1.19 Useful or effective investigation techniques

The incident has been investigated in accordance with Annex 13.

2 Analysis

- The pilot had a valid qualification for the flight;
- The airplane was airworthy;
- The airport was not in favourable conditions for take-offs;
- The pilot decided to take off from the airport, which was officially closed down for too much snow. The pilot was informed about that by the airport manager. In spite of this fact, the pilot decided to take off at his own discretion. According to the passenger's statement, who was on board the plane, the pilot made three attempts to take off from RWY 06, all of which failed due to the insufficient speed, which in turn was caused by too much snow on the runway braking the plane on the take-off run. At the fourth take-off attempt, after lifting the nose wheel, the airplane swerved and went into the snow barrier left of RWY.

3 Conclusions

The accident was caused by the pilot's attempt to take off from the runway that was out of operation due to lots of uncleared snow. The fact that two days before the pilot had landed at this shutdown airport without any reaction from competent authority also played a certain role.

4 Safety recommendations

- It is up to BFU SRN how to act against the pilot;
- The airport operator should be advised to proceed in circumstances such as landing in a closed, out of service airport, in accordance with the L 13 Regulation, considering the landing as an incident.

Prague, 12. April 2005