



**HELLENIC REPUBLIC
MINISTRY OF INFRASTRUCTURE AND TRANSPORT**

**AIR ACCIDENT INVESTIGATION
AND AVIATION SAFETY BOARD
(AAIASB)**



**ACCIDENT INVESTIGATION REPORT
AIRCRAFT SX-AGE SOCATA TB9
IN THE AREA OF MEGARA AIRPORT (LGMG)
ON NOVEMBER 08, 2013**

ACCIDENT INVESTIGATION REPORT

05 / 2022

Accident of Aircraft SX-AGE in the Area of Megara Airport (LGMG) on November 08, 2013

This Accident Investigation was carried out by the Air Accident Investigation and Aviation Safety Board according to:

- **Annex 13 of the Chicago Convention**
- **EU regulation (EU) 996/2010**
- **Law 2912/2001**

“According to Annex 13 of the Chicago Convention of the International Civil Aviation, EU Regulation 996/2010 and Law 2912/2001, Accidents and Incidents Investigation is not intended to attribute blame or liability. The sole purpose of this investigation and the findings is to prevent accidents and incidents.

Therefore, the use of this report for any purpose other than to prevent future accidents and incidents could lead to misinterpretations.”

Members of the Air Accident Investigation and Aviation Safety Board

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OPERATOR	AEROSERVICES S. A.
OWNER	AEROSERVICES S. A.
MANUFACTURER	SOCATA
A/C TYPE	TB 9
COUNTRY OF CONSTRUCTIONN	FRANCE
NATIONALITY	GREECE
REGISTRATION	SX-AGE
LOCATION OF ACCIDENT	Megara Airport LGMG
DATE & TIME	November 08, 2013, at 10:36 UTC
NUMBER OF PERSONS ON BOARD	2
Note	All times are UTC (LT = UTC + 2h)

SYNOPSIS

The Flight was conducted with two Pilots on board. Both had Training Pilot licences. One of them was a Hellenic Civil Aviation (HCAA) Employee, Pilot Certified Flight Training and Examiner. The scope of the flight was the revalidation of the other Pilot as Flight Training Pilot and as Examiner. As forth seen, the HCAA Examiner occupied the left-hand seat, as being a Pilot examining the Pilot occupying the right-hand seat. As such, the Pilot on the left-hand seat had the controls of the aircraft as being Pilot Flying (PF).

During landing, the aircraft bounced after a hard landing on the threshold of runway 26L and after gaining some altitude veered to the left moving in a southern direction and crashed into an ISOBOX construction used as Airforce Pilots Flight Crew Rest Facility, which was completely destroyed and finally the aircraft was immobilized with severe damages.

Both wings of the aircraft, were detached from the fuselage.

Both Pilots came out of the aircraft uninjured.

With Document AAIASB/1615/11.11.2013, Notification was sent to the National and International Authorities. BEA has appointed an Accredited Representative (Non-Traveling ACCREP).

1. FACTUAL INFORMATION

1.1 History of Flight

The purpose of this flight was to revalidate the Capacity of a Pilot as a Flight Crew Training and Examiner.

According to the purpose of the examination, the Employee of the HCAA, as being the Examiner, was considered to be a candidate for the degree of a Private Pilot License (PPL). For this reason, he sat on the left-hand seat of the aircraft, while the examinee took on the role of the examiner, sitting on the right-hand seat.

After some exercises in the local flight area, they decided to return to the Airport and perform landing simulations on a short runway over a 50 ft Obstacle.

During the exercise and while the aircraft, according to flight crew testimonies, had a speed of 65-67 kts, in a Full Flaps configuration with a rate of descent of 1.000 feet per minute from a height of about 100 ft, made a hard landing on the threshold of runway 26L, then bounced, got some altitude, and veered to the left. The Pilots reacted by setting full power, in an attempt to regain control, with no success, and finally crashed into an adjacent Air Force Crew Rest Facility (ISOBOX).

Due to the violence of the collision, the wings of the aircraft were detached from the fuselage and after the aircraft immobilization, the two Pilots exited the aircraft without injury.

1.2 Injuries to persons

Injuries	Crew	Passengers	Others
Fatal	0	0	0
Serious	0	0	0
Light/None	0/2	0/0	0
Total	2	0	0

1.3 Damages to Aircraft

With the accident the aircraft suffered extensive damage with both wings being detached from the fuselage.

1.4 Other damages

The Airforce Flight Crew Rest Facility (ISOBOX) was completely destroyed.

1.5 Personnel information

1.5.1 Pilot in Command, HCAA Examiner & Employee

Licence / Number	Class 1 / GR - 001061
Licence validity Certificate	Valid up to: 25.05.2014
Medical Certificate	Valid up to: 23.05.2014

1.5.2 Pilot Being Examined

Licence / Number	Class 1 / GR - 001756
Licence validity Certificate	Valid up to: 28.05.2014
Medical Certificate	Valid up to: 28.05.2014

1.6 Aircraft information



Photo 1: Picture of SX-AGE aircraft.

1.6.1 General information

There were no technical remarks regarding the Maintenance Documents of the aircraft as well as the Pre-Departure Inspection was conducted by the Pilot, with no remarks.

During the flight and until the moment of the accident, the aircraft successfully met the requirements of the test.

1.6.2 Aircraft General Characteristics

Crew	-	-	1-2
Passengers	-	-	2-4
Propulsion	-	-	Single: 4 Piston Engine
Engine Model	-	-	Lycoming O-320-D2A
Engine Power	-	119 KW	160 HP
max. Cruise Speed	238 km/h	128,5 kts	148 mph
max. Speed (Vne)	306 km/h	165 kts	190 mph
Stall Speed (Flaps up)	107 km/h	58 kts	66 mph
Stall Speed (Flaps down)	93 km/h	50 kts	58 mph
Service Ceiling	-	3.962 m	13.000 ft
Rate of climb	-	229 m/min	750 ft/min
Range	-	556 nm	640 miles
Empty Weight	-	653 kg	1.440 lbs
Max. Take-off Weight	-	1.060 kg	2.337 lbs
Max. Landing Weight	-	1.060 kg	2.337 lbs
Wing Span	-	9,89 m	32 ft 5,2 in
Wing Area	-	11,9 m ²	128 ft ²
Length	-	7,72 m	25 ft 4 in
Height	-	3,02 m	9 ft 11 in
First Flight	-	-	1979

1.6.3 Maintenance Data

There were no signs of malfunction before the accident.

1.6.4 Landing Gear System

There were no signs of malfunction before the accident.

1.7 Meteorological information

Wind: 250 ⁰ -280 ⁰ 10 kts	} CAVOK
Visibility: More than 10 km	
Clouds: No clouds below 5000 feet	
Precipitation & Thunderstorms: No	

1.8 Aids to Navigation

Not applicable.

1.9 Communications

Communications with no reported problems.

1.10 Aerodrome information



Picture 1: Megara Airport (LGMG).



Picture 1 (cont): Runway: 08R/26L is 3953 ft x 125 ft (1205 m x 38 m). Elevation: 12 feet MSL (4 m MSL).

No information for any difficulties.

1.11 Flight Recorders

The SOCATA TB9 is not equipped with recorders.

1.12 Wreckage and Impact Information

The Aircraft SX-AGE was a Total Loss.

1.13 Medical and Pathological Information

Not Applicable.

1.14 Fire

Not Applicable.

1.15 Survival Aspects

Both occupants got off the aircraft without outside assistance and injuries.

1.16 Test & Research

Not applicable.

1.17 Organizational & Management Information

Not applicable.

1.18 Additional Information

Not Applicable.

2. ANALYSIS

During landing, performing a landing simulation on a short runway over a 50 ft Obstacle, with the aircraft in full flaps configuration, according to the flight crew testimonies, the Pilot flying brought the aircraft at 100 ft over the runway 26L threshold at a speed of 65-67kts. At that point, with a descent rate of 1.000 ft/min from 100 ft altitude, the aircraft suffered a hard landing and bounced. The Pilot Flying reacted by setting full power in order to control the aircraft and to execute a go-around. The aircraft veered to the left and despite the effort to regain control, this became impossible resulting in a collision on an Airforce Crew Rest Facility (ISOBOX). Both the aircraft and the Airforce Flight Crew Rest Facility (ISOBOX) were completely destroyed.

3. CONCLUSIONS

3.1 Findings

- The Pilots' Licenses were valid and met the requirements for the flight.
- The Pilots' Medical Certificates were valid and met the requirements for the flight.
- The Aircraft was airworthy and had current and valid all the required documents.
- The weather condition was good (CAVOK) and suitable for the specific flight.

3.2 Cause(s)

The high rate of descent of 1.000 ft/min below 100 AGL before the hard landing, subsequent bounce and stall of the aircraft, are the causes of the accident.

4. SAFETY RECOMMENDATIONS

No Safety Recommendations issued for accidents due to loss of control of the aircraft after Pilot error.

Nea Philadelphia, 10/11/2022

THE CHAIRMAN

Ioannis Kondylis

Exact Copy

THE SECRETARY

Kyriakos Katsoulakis

THE MEMBERS

Akrivos Tsolakis

Grigorios Flessas

Christos Valaris

Charalampos Tzonos-Komilis