

SYNOPSIS

Owner and operator:	Air Compluto
Aircraft:	PILATUS PC6-B2H4 Turbo-Porter
Date and time of accident:	30 May 2008; 15:45 ¹
Site of accident:	Lillo (Toledo)
Persons onboard:	2, fatal (pilot and passenger), 4, passengers injured and 5 passengers uninjured
Type of flight:	General Aviation – Aerial Work – Parachute drop
Date of approval:	21 March 2013

The airplane had taken off from runway 30 at the Lillo (Toledo) aerodrome for a local parachute drop. Onboard were the pilot and ten sky divers, six of whom consisted of instructor-student pairs doing tandem jumps.

When at an altitude of approximately 14,000 ft and having sounded the acoustic signal indicating two minutes to go before the jump, the airplane was subjected to an instantaneous and sharp negative acceleration that pushed two occupants against the ceiling of the aircraft. As soon as the airplane regained a normal attitude, the left wing fractured and detached.

As a result, the airplane started to fall to the ground. Nine of the parachutists were ejected out and were able to open their parachutes at a sufficient enough altitude to land normally.

The airplane eventually impacted the ground and burst into flames at a site located 4.5 km north of the aerodrome. The fire destroyed the area between the firewall and the aft end of the passenger cabin. The pilot and one parachutist were unable to exit the aircraft and died on impact.

Several components, including the detached wing and its control surfaces, as well as part of the horizontal stabilizer, were thrown off and found between 1.5 km and 2.5 km to the northeast of the main crash site.

The investigation has concluded that as the airplane was turning left to fly the desired heading for conducting the jump, it entered an area of strong storms. As a result, both the wing and the tail were subjected to loads in excess of design loads, which caused several of their components to fracture and the left wing to detach.

It has been concluded that neither those in charge of the aircraft's operation nor the jump supervisors were aware of the severity of the storm located to the north of the aerodrome.

¹ All times in this report are local. To obtain UTC, subtract two hours from local time.