

On November 12<sup>th</sup> 2015, two pilots working as flight instructors were conducting a training flight in order for one of them to get familiar with the aircraft TF-IFC, for his future flight instructions on this type of aircraft.

According to the flight plan, the one who was being familiarized with the aircraft was listed as a student and is therefore categorized as a student in this report. TF-IFC, Tecnam P2002JF, was a new aircraft within their flight school as well as a newly built aircraft from the factory. The aircraft had been flown for a total of 16 flight hours.

The flight plan was for 30 minutes of touch and go's at Reykjavik Airport (BIRK) with an endurance of 3 hours. According to records from Reykjavik Tower, the aircraft took off at 14:10 and made three touch and go's.

After the last touch and go at the airport, the aircraft headed towards the MIÐSVÆÐI Training Area.

According to radar readout, the aircraft was flown at 1.000 feet from the airport to the training area and then the altitude was increased to approximately 2.000 feet<sup>3</sup>.

At the training area, two 180° turns were executed at low speed. The last radar readout indicates that the aircraft was flown close to its minimum safe airspeed.

At 15:01, COSPAS/SARSAT<sup>4</sup> detected an ELT signal.

At 15:06, Reykjavik TWR activated uncertainty phase for aircraft TF-IFC, since the flight was overdue by more than 25 minutes.

At 15:08 the Icelandic coast guard (ICG) received an alert message from the COSPAS/SARSAT that had been detected seven minutes earlier. The ICG activated an emergency response at 15:09.

At 15:12, Reykjavik Tower changed the status to alert phase and at 15:17 to distress phase. Two pilots in a nearby aircraft were asked to fly to the MIÐSVÆÐI area and look for TF-IFC.

At 15:31, a helicopter from the ICG took off from Reykjavik Airport for search and rescue.

At 15:38 the ICG found the accident site where the aircraft had crashed within the training area MIÐSVÆÐI in a nose down attitude. Both pilots were fatally injured.

No radio distress call was received from the aircraft.

**Injuries to persons** Two persons on board, both were fatally injured.

**Damage to aircraft** The aircraft was destroyed.