

SUMMARY

INCIDENT

A Jodel D18 experimental aircraft, registration OH-XAC, built by the pilot himself for his private use collided with the ground only moments after takeoff at Nummela aerodrome on Thursday 27 March, 2014.

The aircraft was fitted with a rocket-propelled ballistic parachute system. Its rocket motor became hot in the ensuing fire, which created a hazard to the rescue personnel. Those that participated in the rescue operation were unaware of the presence of a rocket motor assembly and, hence, were unable to assess the associated risks.

The accident was reported to Safety Investigation Authority, Finland (SIAF) which launched an initial investigation on the day of the accident. During the on-site investigation parts of the ballistic recovery system were found, whereafter it became apparent that the system had not been activated. An Explosives Ordnance Disposal (EOD) unit from the police was called to the site to deactivate the rocket motor.

SIAF initiated a safety investigation for the occurrence and Mr Olli Borg, MSc, was appointed as team leader for the investigation group, accompanied by Mr Timo Tähtinen, Fire Chief, as an expert member of the investigation group. Chief Air Safety Investigator Ismo Aaltonen acted as investigator-in-charge.

The aircraft was an experimental aircraft under Regulation (EC) No 216/2008 of the European Parliament and of the Council, Annex II. It is not under the control of EASA. Pursuant to Regulation (EC) No 996/2011 the obligation to investigate accidents does not apply to aircraft falling into one or more of the categories set out in Annex II. Since pyrotechnical systems and their risks are not well known, SIAF decided to launch the investigation.

SIAF notified the French and Polish air accident investigation authorities of the accident; they designated their accredited representatives to the investigation.

Comments to the draft final report were requested from Nummela flight centre (Nummelan Lentokeskusry), the Finnish Transport Safety Authority (Trafi), the Finnish Aeronautical Association (Suomen Ilmailuliitto), Länsi-Uusimaa Rescue Department, the Emergency Response Centre Administration, the National Police Board, the European Aviation Safety Agency (EASA), the International Civil Aviation Organization (ICAO), and from the French and Polish air accident investigation authorities. Their comments were taken into consideration in the final report and the safety recommendations.