

Accidentes Aéreos Panamá Aviación General

Emphasis Light Sport Aircraft
(Aeronaves Ligeras Deportivas)



Accidentes 2011 -2012

Estadísticas:

- 14 Accidentes totales
- 12 Víctimas fatales
- 4 Accidentes fatales
- 2 Accidentes fatales en aeronaves
NO CERTIFICADAS (Light Sport o Ultralights)
- 10 Accidentes o incidentes NO FATALES

¿Light Sports QUE SON? (FAA)

- The FAA defines a light-sport aircraft as an aircraft, other than a helicopter or powered-lift that, since its original certification, has continued to meet the following:
- Maximum gross takeoff weight—1,320 lbs, or 1,430 lbs for seaplanes.
- Maximum stall speed—51 mph (45 knots) CAS
- Maximum speed in level flight with maximum continuous power (Vh)—138 mph (120 knots) CAS
- Single or two-seat aircraft only
- Single, reciprocating engine (if powered), including rotary or diesel engines
- Fixed or ground-adjustable propeller
- Unpressurized cabin
- Fixed landing gear, except for an aircraft intended for operation on water or a glider
- Can be manufactured and sold ready-to-fly under a new Special Light-Sport aircraft certification category. Aircraft must meet industry consensus standards. Aircraft under this certification may be used for sport and recreation, flight training, and aircraft rental.
- Can be licensed Experimental Light-Sport Aircraft (E-LSA) if kit- or plans-built. Aircraft under this certification may be used only for sport and recreation and flight instruction for the owner of the aircraft.
- Can be licensed Experimental Light-Sport Aircraft (E-LSA) if the aircraft has previously been operated as an ultralight but does not meet the FAR Part 103 definition of an ultralight vehicle. These aircraft must be transitioned to E-LSA category no later than January 31, 2008.
- Will have FAA registration—N-number.
- Aircraft category and class includes: Airplane (Land/Sea), Gyroplane, Airship, Balloon, Weight-Shift-Control ("Trike" Land/Sea), Glider, and Powered Parachute.
- U.S. or foreign manufacture of light-sport aircraft is authorized.
- Aircraft with a standard airworthiness certificate that meet above specifications may be flown by sport pilots. However, the aircraft must remain in standard category and cannot be changed to light-sport aircraft category. Holders of a sport pilot certificate may fly an aircraft with a standard airworthiness certificate if it meets the definition of a light-sport aircraft.
- May be operated at night if the aircraft is equipped per FAR 91.205, if such operations are allowed by the aircraft's operating limitations and the pilot holds at least a Private Pilot certificate and a minimum of a third-class medical.

Requerimientos de Pilotos (FAA)

- Start ground and flight training in a airplane light-sport aircraft from a Certified Flight Instructor with sport rating (CFIS), or a regular Certified Flight Instructor (CFI).
- Obtain student pilot certificate to solo from a Designated Pilot Examiner (DPE), local FAA Flight Standards District Office (FSDO), or from an Aviation Medical Examiner (AME) while obtaining a third-class medical.
- To solo, have CFI or CFIS train per Part 61 requirements and take an exam on aircraft specifics and airport procedures/regulations. The instructor then endorses Student Pilot certificate for make/model and provides appropriate logbook endorsements/limitations to solo.
- Receive endorsements to take knowledge test (this can be through home study or from a CFI or CFIS).
- Pass FAA airplane knowledge exam (computer based). (Typically known as "written" test)
- Meet the knowledge and flight proficiency requirements in Parts 61.309 through 61.313 from a CFI or CFIS which includes 15 hour dual and 5 hours solo.
- Receive and log 3 hours flight training 60 days before checkride (practical test) in preparation for "checkride" and obtain endorsements for practical test (checkride) from CFIS or CFI on form 8710-11.
- Pass the checkride (practical test) with a Designated Pilot Examiner for Sport Pilots DPE/SPE based on the Airplane Practical Test Standards (PTS).
- Receive Sport Pilot Certificate and logbook endorsements to fly airplane LSA.

Información de E-LSA o LSA en Panamá

- 49 Aeronaves
- 70 pilotos activos
- Base de Operación en aeropuerto Alex Bosquez Calzada Larga Panamá
- No se requiere mantenimiento por parte de un técnico A&P
- No requiere de exámenes escritos o de vuelo

AL-53



Accidente AL-53

Diciembre 3, 2011

- Aeronave: AIR CAM (Bimotor)
- MGTOW: 1,680 LBS
- Potencia: 2 X 65 hp (Rotax 582)
- Vuelo VFR
- Aeropuerto: Aeródromo Krish Persaud (Chame) 1200 metros X 25 metros
- Víctimas 2 fatales

Piloto AL-53

- Piloto Privado FAA
- Edad 54 Años Nacionalidad: Americana
- Experiencia: 9,000 horas (Según expediente)
- Certificado Médico: Julio 2009
- Vuelo ilegal, ya que el piloto no contaba con los documentos ni el entrenamiento para volar en este tipo de aeronave

Causa Probable del Siniestro

- Falla de ambos motores en vuelo altura calculada inferior 500 pies

Factores Contribuyentes:

- No mantener la velocidad adecuada de planeo
- Pérdida de control en vuelo
- Entrar en pérdida terminando en una barrena sin altitud suficiente de recuperación (SPIN)



Posición del timón horizontal hacia arriba



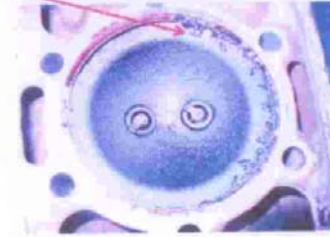
Posición del Trim hacia abajo



MOTORES



Material engastado



AL-56



MXP - 650
MXP - 650



Tecnología en evolución

Performance

Never Exceed Speed	170 mph	272 km/h
Top speed	145 mph	232 km/h
Cruising speed	135 mph	216 km/h
Stall Speed	47 mph	75 km/h
Stall Speed (no flaps)	52 mph	83 km/h
Rate of Climb	1000 ft/min	305m/min
Range	700 miles	1120km
Endurance	5 hours	5 hours
Service Ceiling	12,000 ft	3,658mt
Take-Off Roll	410 ft	125 m
Landing Roll	430 ft	130 m

Especificaciones

Wing span	7 m
Wing chord	1,4 m
Wing area	9,8 m
Wing load	66 kg/m
Length	6,2 m
Cabin Height	1,35 m
Cabin Width	1,45 m
Landing gear	Triciclo
Landing gear width	1,90 m
Seats	2 side by side
Engine	Rotax 912 S
Fuel capacity	2 X 15 US gal
Gross weight	650 Kg
Empty weight	320 Kg
Useful load	330 Kg
Load factor	6G / 6G-

Accidente AL-56

- Aeronave: MXP-650
- MGTOW: 1,430 LBS
- Potencia: 100 HP Rotax 912S
- Tipo de vuelo: VFR
- Aeropuerto: Marcos Gelabert Internacional
- Longitud: 1800 metros
- Víctimas Fatales: 2

Piloto AL-56

- Ambos ocupantes eran pilotos
- El PIC de la aeronave era un ATP con 6,000 horas totales de vuelo y una habilitación en tipo como comandante de B737NG
- Edad 37 años
- Certificado Médico: Febrero de 2012

Causa Probable del Siniestro

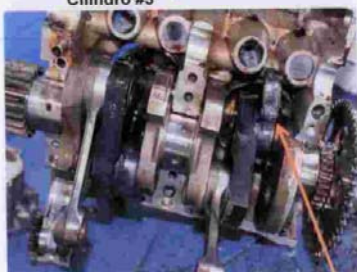
- Falla del motor en el despegue producto de la ruptura de la biela # 2 de su planta Rotax 912

Factores contribuyentes:

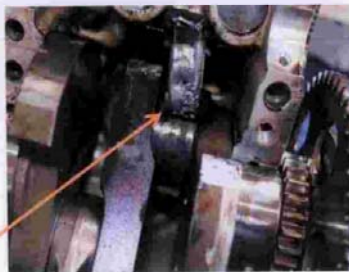
- Inhabilidad del piloto de mantener una velocidad adecuada de planeo
- Iniciar viraje de 180 grados de retorno a la pista sin la altura adecuada. Lo que causo que la aeronave entrase en perdida terminando en un descenso nariz abajo pronunciado sin posibilidad de recobro



Cilindro #3



Manivela del cilindro #3 desgarrada





Tanque de combustible fundido por fuego



Posición de trim del timón horizontal y posición del timón vertical y del trim

Medidas a Tomar?

- La Autoridad Aeronáutica Civil de Panama esta tomando medidas para mejorar los reglamentos que regulan la actividad de aeronaves livianas
- Llegar a un consenso sobre el mantenimiento
- Llegar a un consenso sobre entrenamiento
- Verificar que aeronaves específicas son autorizadas para ingreso a la República de Panamá

GRACIAS

