



Accident to the Allegro SW 912
identified **67ZL**
on 30 January 2022
at Sedan-Douzy (Ardennes)

Time	Around 17:15 ¹
Operator	Private
Type of flight	Local
Persons on board	Pilot
Consequences and damage	Pilot fatally injured, fixed-wing microlight destroyed

This is a courtesy translation by the BEA of the Final Report on the Safety Investigation. As accurate as the translation may be, the original text in French is the work of reference.

Loss of control on base leg, collision with ground, fire

1 HISTORY OF THE FLIGHT

Note: the following information is principally based on statements.

The pilot took off for a runway circuit and reported on the A/A frequency that he was on the downwind leg for paved runway 26² of Sedan-Douzy aerodrome. A microlight identified 70MP with an instructor and student pilot aboard was ahead of him. The instructor, at the controls, landed on the paved runway, made a U-turn on the runway and then backtracked in order to vacate it via the taxiway leading to the hanger.

While taxiing, after the U-turn, the instructor and student pilot heard the pilot of 67ZL announce on the radio his intention of continuing onto a left-hand base leg and then the final.

The instructor indicated to him not to land as he was backtracking up the runway and returning to the hangar. A short time later, the instructor and his student pilot observed 67ZL on the base leg, at low speed and low height, with a high left bank. The instructor stated that the pilot seemed to be carrying out manoeuvres to the right and then to the left. At an estimated height of 100 m, the left wing of the microlight stalled and the microlight pitched down towards the ground.

Due to the profile of the vegetation, the instructor and student pilot did not see the end of the microlight's flight path.

It collided with the ground around 800 m before the threshold of runway 26 and then caught fire.

¹ The times in this report are given in local time.

² The aerodrome has two runways oriented 08/26: a paved runway measuring 800 m x 30 m and an unpaved runway measuring 1,100 m x 60 m.

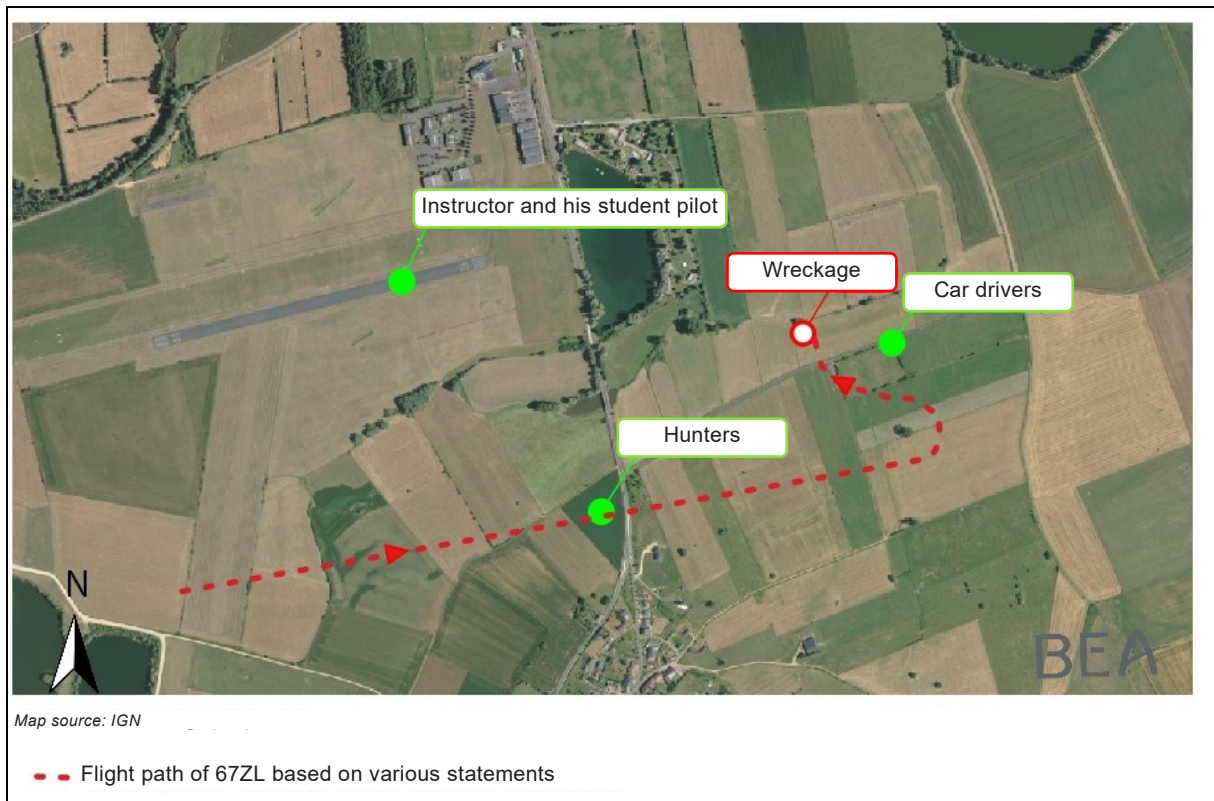


Figure 1: estimated flight path of 67ZL

2 ADDITIONAL INFORMATION

2.1 Pilot information

The pilot had been the owner of 67ZL for about one year. Aged 71 years old, he held a microlight pilot certificate with the fixed-wing rating obtained in January 2006. He was a member of the Sommer Passion microlight club located at Sedan Douzy aerodrome. His log book was destroyed in the fire which followed the accident. His flight experience was not known.

2.2 Meteorological information

The meteorological conditions estimated by the French met office, Météo-France, at the time of the accident were as follows: light wind, visibility greater than 10 km, a few Cumulus at 3,000 ft, temperature 7°C, dew point temperature 1°C, QNH 1030.

2.3 Aerodrome information

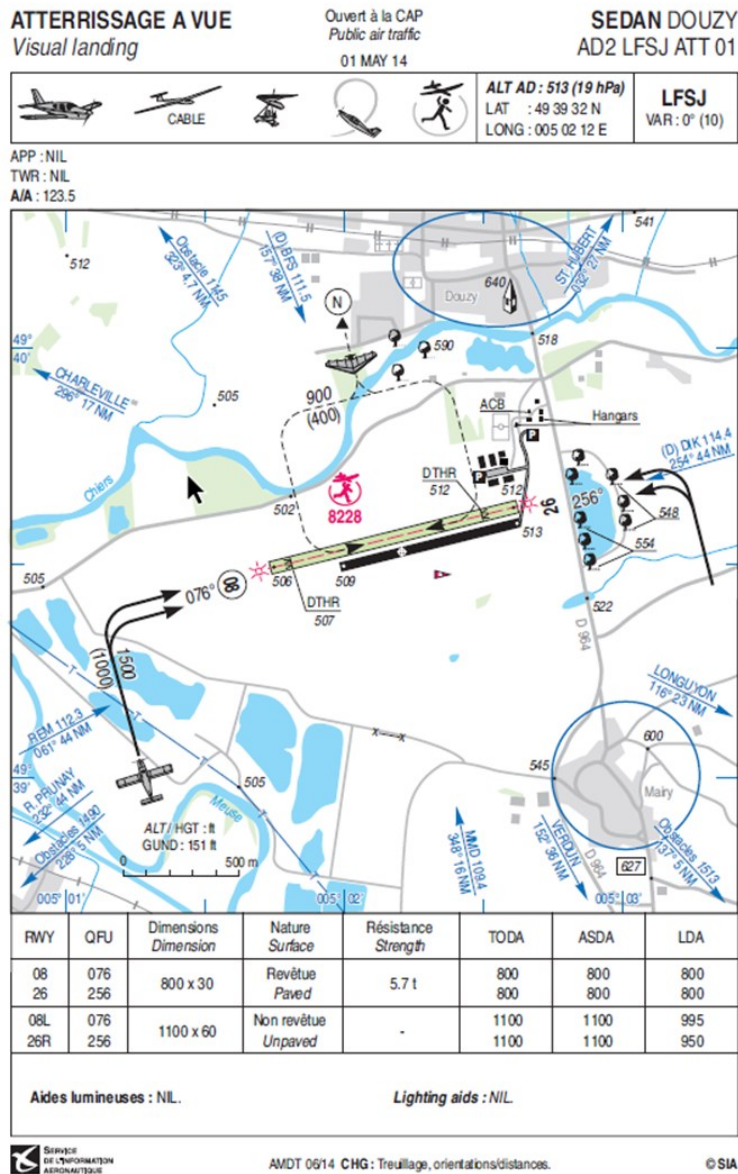


Figure 2: visual landing chart

In the procedures and special instructions section, it is specified that the preferred QFU is 076° due to clearing and that radio use is highly recommended. The aerodrome uses the A/A frequency.

2.4 Statements

2.4.1 Statement of instructor on board 70MP

The instructor indicated that in response to the message from the pilot of 67ZL, he announced on the radio that he was backtracking up the runway. He specified that there was no response to this message. The instructor also specified that he indicated over the radio to go around just before the microlight stalled. He underlined that there was no response to this last message and that he did not observe any modification in the flight path following this last message.

He mentioned that he had already flown with the pilot of 67ZL.

2.4.2 Witnesses close to the aerodrome

Several hunters, situated close to the aerodrome, indicated that they saw the microlight take off and fly over them on the downwind leg before turning left. They had the impression that the microlight was low and slow.

Car drivers in the immediate vicinity of the accident site also reported having seen the microlight fly very low and close to trees while heading towards the runway. They added that the aircraft made a left turn and then a right turn just before pitching down toward the ground. These same witnesses saw the microlight collide with the ground and very quickly catch fire. They indicated that they called the emergency services and tried to provide assistance.

2.5 Microlight information

The Allegro SW 912 was a two-seat microlight with high wings and a tricycle landing gear. It was largely built of composite material. 67ZL was equipped with a ROTAX 912 engine and a DUC composite three-blade propeller. It had dual controls and was equipped with an airframe parachute.

The fuel tank was a composite structure built into the fuselage located under the cockpit seats. It had a capacity of 64 l.

2.6 Examination of site and wreckage

The wreckage was located in the middle of an uncultivated field running alongside a main road, situated roughly 800 m south-east-east from the threshold of runway 26 of Sedan-Douzy aerodrome.

The area was flat. The only obstacles observed were a few trees around 5 m tall situated roughly 20 m north-west of the wreckage. The examination of the field and surroundings found no signs of contact with the ground or vegetation other than those observed at the position of the wreckage.

The wreckage was complete and grouped together. It was oriented westwards. The engine was embedded in the ground. The only visible sign on the ground was the imprint from the left wing's leading edge.

The microlight collided with the ground with a very steep nose-down attitude and a slight left bank. It was destroyed following the impact with the ground and the subsequent fire. The continuity of the controls could not be confirmed. The powerplant was not examined.

The limited examination, due to the very high level of damage to the aircraft, did not find any anomaly prior to the collision with the ground. The parachute had not been activated.

3 CONCLUSIONS

The conclusions are solely based on the information which came to the knowledge of the BEA during the investigation.

Scenario

During a runway circuit at Sedan-Douzy aerodrome, the pilot of 67ZL reported that he was on the downwind leg for landing. At this moment, the pilot of another microlight replied that he was backtracking up the runway to vacate it via the taxiway. There was no response to this last message. At the end of the base leg at low height, the pilot of 67ZL made turns before losing control. The microlight stalled, collided with the ground with a steep nose-down attitude and caught fire.

Contributing factors

The following factors may have contributed to the loss of control:

- the pilot probably being unsettled by the presence of a microlight backtracking up the runway;
- the pilot's decision to continue onto the base leg. Extending the downwind leg is a good practice to be used according to the traffic;
- turning at low height and probably at a low speed on the base leg.

The BEA investigations are conducted with the sole objective of improving aviation safety and are not intended to apportion blame or liabilities.