BEA
Bureau d'Enquêtes et d'Analyses
pour la sécurité de l'aviation civile
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SAFETY INVESTIGATION REPORT

Accident to the Best-Off Nynja 912 UL identified **67BYO** on Wednesday 6 August 2025 at Royan – Médis aerodrome

Time	13:25[1]
Operator	Aéroclub de Royan & Soulac
Type of flight	Local
Persons on board	Pilot
Consequences and damage	Pilot fatally injured, 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 in initial climb, collision with ground, fire

1 HISTORY OF THE FLIGHT

Note: the following information is principally based on statements.

The pilot took off from paved runway 10[2] of Royan – Médis aerodrome to carry out aerodrome circuits. While the microlight was in its initial climb, a witness on the ground[3] indicated that the microlight seemed to be flying slowly before suddenly taking a steep roll angle and rapidly losing altitude. The microlight collided with the ground 460 m after the end of runway 10 on its extended centreline and then caught fire.

[1] Except where otherwise indicated, the times in this report are given in local time.
[2] Measuring 1,255 m x 30, with a take-off distance available of 1,220 m.
[3] The witness was a passenger in a car travelling along the D1740 road adjacent to the end of runway 10 and perpendicular to the runway extended centreline (see **Figure 1**). He had no particular aeronautical experience.

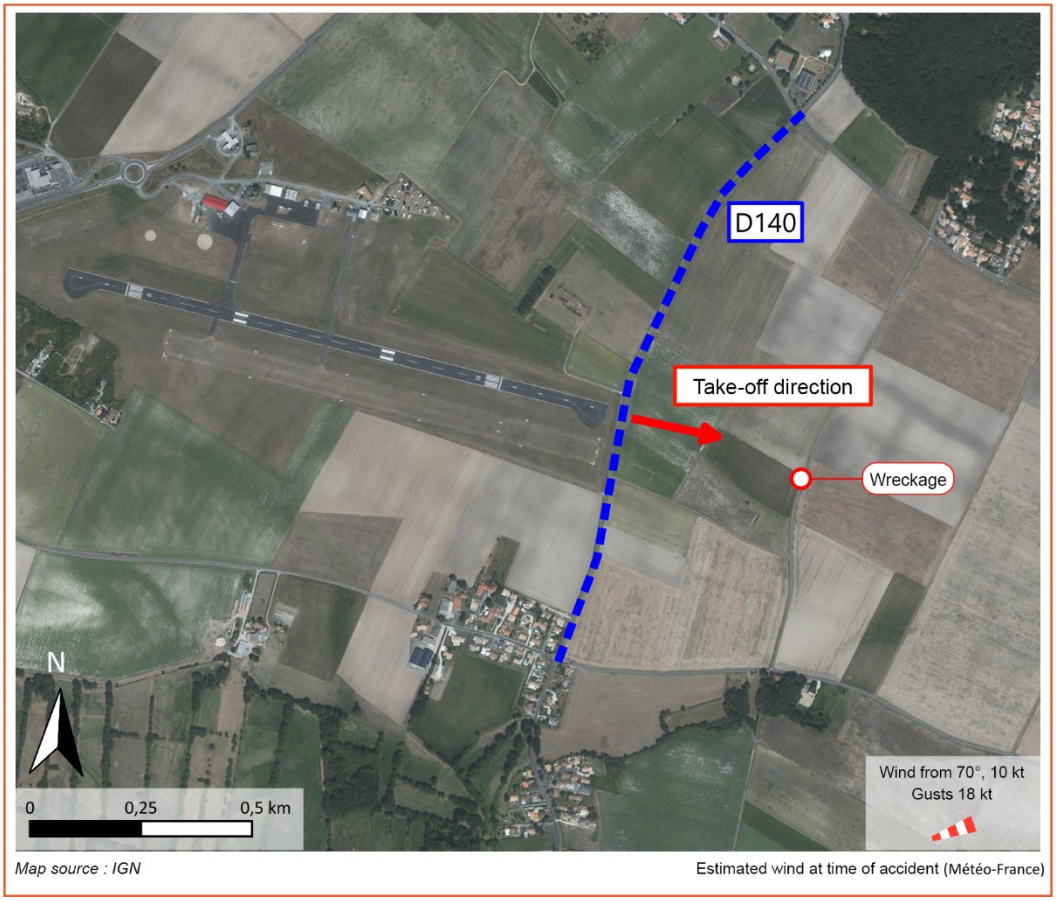

Figure 1: aerial view of Royan aerodrome and areas flown over in initial climb after taking off from runway 10 (source: BEA)

2 ADDITIONAL INFORMATION

2.1 Microlight information

The Best-Off Nynja is a fixed-wing microlight made of tubing covered in aircraft fabric with a tricycle landing gear and high wings. It is equipped with a Rotax 912 UL engine providing 80 hp. 67BYO had an airframe parachute.

The flight manual indicates that the demonstrated maximum crosswind speed is 15 kt.

The weight and balance of the microlight were within the envelope indicated by the manufacturer.

2.2 Meteorological information

Météo-France estimated the meteorological conditions at the time of the accident as being: few clouds, visibility greater than 10 km and outside air temperature of 26°C. The wind was from 70° at 10 kt with gusts at 18 kt which represents maximum crosswind gusts of 9 kt when taking off from runway 10 of the aerodrome. Météo-France estimated that the turbulence was light.

The 13:30 METAR for La Rochelle – Île de Ré airport, situated 64 km north-north-west of Royan – Médis aerodrome indicated that the conditions were CAVOK with wind from 60° at 13 kt. For the same time, the METAR for Cognac – Châteaubernard aerodrome, situated 50 km to the east indicated that the conditions were CAVOK with wind from 50° at 9 kt.

2.3 Aerodrome information

Royan – Medis aerodrome has two parallel runways oriented 10/28. One is paved and the second one is grass. They measure respectively 1,255 m x 30 m and 1,000 m x 60 m.

The aerodrome has an AFIS service which was closed at the time of the accident.

2.4 Site and wreckage information

The wreckage was situated 460 m after the end of runway 10. It was found complete, grouped together and burnt.

The initial information collected at the accident site did not reveal any aspect of the structure or flight controls that might have contributed to the accident.

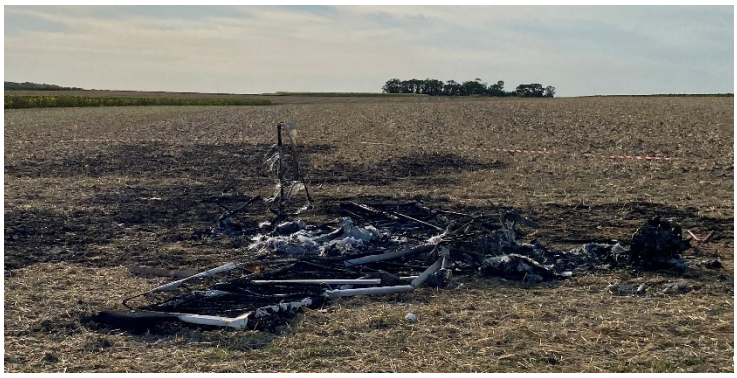

Figure 2: wreckage of 67BYO (source: BEA)

The powerplant was examined at the BEA. However, due to the extent of the damage, it was not possible to carry out exhaustive examinations. No anomaly which could have contributed to an engine malfunction was observed.

The examination of the propeller debris revealed no indication of engine torque at the time of the impact with the ground. It was not possible to determine if this apparent lack of torque was the result of a pilot action or a failure of the powerplant system.

2.5 Pilot information

2.5.1 Pilot experience

The 84-year-old pilot held a microlight pilot licence along with the microlight fixed-wing rating and passenger carrying privileges since 2011. In the past, he had held an aeroplane private pilot licence (PPL(A)) issued in 1976 along with a SEP class rating which he had kept valid until 2010. According to the DGAC's records, the pilot had logged at least 366 aeroplane flight hours including 266 hours as pilot-in-command. Since 2022, the pilot had carried out 37 flight hours as pilot-in-command on the flying club's Nynja including 1 hour 36 minutes in the previous three months. The last two flights (for a total time of 1 h 45 min) carried out with an instructor dated back to August 2023. His total experience on microlights could not be determined.

2.5.2 Medical and pathological information

The pilot had been declared unfit for a class 2 medical certificate during a medical examination carried out in October 2009. Subsequently, the French Civil Aviation Medical Council (CMAC) refused to issue a medicate certificate in February 2010 and then a second time in October 2011 following a second medical examination.

The pilot was taking medication for a cardiac condition including rhythm disorders. The examinations carried out were not able to determine whether or not the pilot was following his treatment in its entirety. It was not possible to examine the heart during the autopsy.

3 CONCLUSIONS

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

Scenario

During the initial climb, the pilot lost control of the microlight which collided with the ground. The investigation was not able to determine the factors which contributed to this loss of control.

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