

# In-progress Safety Investigation Statement

Ref. AAIU-2021-02-26-01  
Issue date: 17 February 2023

*This document informs about the initiation and progress of a safety investigation that has been initiated by the Air Accident Investigation unit (Belgium) in accordance with Annex 13 to the Convention on International Civil Aviation and Regulation (EU) No 996/2010.*

**The information may still be subject to change**

## SYNOPSIS

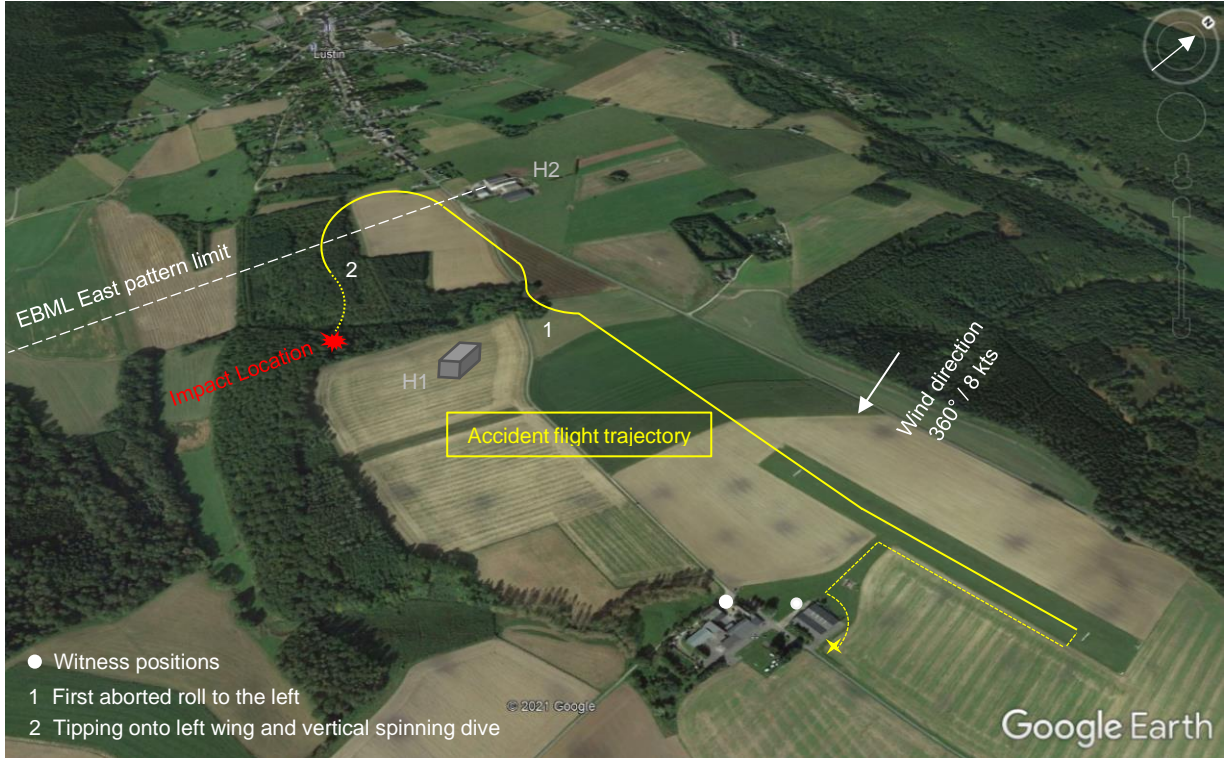
Occurrence class	Accident
Occurrence category	Loss of control - inflight (LOC-I)
Date and time <sup>1</sup>	26 February 2021 13:01 UTC
Location	Grove located 900 m on West - South - West direction from EBML airfield - Impact position : N 050° 22' 21.43" - E 004° 54' 51.72"
Aircraft	Dynali S.A. - Chickinox Kot Kot 3AA
Aircraft category	Fixed wing - Ultralight
Location of departure	EBML (Maillen airfield)
Planned destination	EBML (Maillen airfield)
Type of operation	Non-commercial - Local
Phase of flight	Takeoff
Injuries	1 fatal (pilot)
Aircraft damage	Destroyed

The accident with the French registered ultra-light aircraft took place during a local flight made by the pilot owner (Belgian citizen and resident), alone on board, from his home aerodrome (EBML) located in the town of Maillen in Belgium. The purpose of the flight was to verify the aircraft after maintenance and parts replacement performed the days before by the pilot owner. The take-off from runway 27 was carried out with adequate control in a full crosswind (8 kts - 330°) condition. During climb, the airplane rolled to the left before returning to the runway centreline with an angle of climb below the usual path.

The aircraft, having exceeded the normal circuit limits, then made a U-turn to the left in order to come back to the airfield. The aircraft was in straight levelled flight to the terrain when it tipped onto its left wing before diving vertically while spiralling into the grove it was flying over.

<sup>1</sup> All time data in this report are indicated in UTC, unless otherwise specified

The plane was found on the ground, turned over on its back and severely damaged at the level of its structure, the engine and the propeller due to its contact with the vegetation during the fall. The pilot's lifeless body was laying on the ground next to the aircraft after having been ejected from his seat during the impact.



**Figure 1 : Accident flight illustration based on eye witness declarations**



**Figure 2 : ultra-light aircraft before accident**





**Figure 3 : accident aircraft after final impact**

## **PROGRESS OF THE INVESTIGATION**

The investigation was based on the declaration of witnesses present on site at time of the accident, on the observations made on the impact area and made during the technical inspection of the aircraft wreckage.

The investigation is still in progress and the manufacturer will be consulted for support to find out a possible technical failure of the aircraft, focusing on :

- The identification of a possible flight characteristic issue due to a modification of the flight control rigging during the last maintenance performed on the aircraft by the pilot-owner.
- The possible modification of the weight and balance - center of mass characteristic due to the use of different ballast than those recommended by the manufacturer data.

The investigation also discovered that the harness was not correctly installed on the pilot seat, leading of the release of the body from the seat at impact.

Due to the medical condition of the pilot, under recovery of a cardio-vascular illness, a faintness during flight could not be excluded as hypothesis of the accident.

In accordance with ICAO Annex 13 standards and EU 996/2010 regulation, the limited scope report will be forwarded to the following organisations in order to receive their comments and remarks :

- The French Bureau d'enquête et d'Analyse (BEA), as state of aircraft identification and pilot licensing;
- the Belgian Civil Aviation Authority (DGTA), as the state of design, manufacture and operation of the aircraft.

After reception of the comments and remarks, the final report will be published on the website of the Federal Public Service for Mobility and Transport.

Expected time of issue is mid-2023.