

No: 10/83

Ref: EW/G83/06/15

Aircraft type and registration:	Kolb Flyer Mk I (twin engined microlight aircraft) G-MJMY	
Year of manufacture:	1983	
Date and time (GMT):	30 June 1983 at 1400 hrs	
Location:	Cookshall near High Wycombe	
Type of flight:	Test	
Persons on board:	Crew – 1	Passengers – Nil
Injuries:	Crew – Minor	Passengers – N/A
Nature of damage:	Substantial damage to the aircraft	
Commander's Licence:	None (Private Pilots Licence expired 1981)	
Commander's Age:	60 years	
Commander's total flying experience:	673 hours (of which 6 hours were on microlights not of this type)	

The aircraft had been constructed by the pilot himself from a set of plans and as far as is known was the first of the type to be built in the United Kingdom other aircraft built to the same design have been flown successfully in the USA. This aircraft was altered from the designers specification during construction to position the engines further outboard from the aircraft centre line and to incorporate reduction drive gear boxes in order to fit larger diameter propellers. The flight was originally intended to consist of a ground test and taxiing run but because the aircraft's performance was better than expected a short flight was undertaken. This flight culminated in a successful landing in an adjacent field. For ease of recovery and because the first flight had been a success the pilot elected to fly the aircraft downhill, downwind back to the original take-off field. The take-off and climb-out was much better than expected to the extent that the pilot realised that he would overshoot the field of his original take-off, so he elected to continue flying downwind and land in another field. The flight path to his field crossed the end of a 425 feet high ridge that was 90° to the prevailing wind. Upon reaching the brow of the hill the aircraft rolled to port. Application of full opposite control and throttling back the starboard engine by 50% enabled the pilot to keep the wings level but produced a high rate of descent. The ground on the starboard side was not favourable for a landing and coupled with the handling difficulties the pilot decided to turn to port to land in the field of his second choice. The turn was successfully completed but at approximately 20 to 30 feet agl the aircraft rolled to port and again the speed dropped. The aircraft contacted the ground port wing first and cartwheeled. The pilot, in retrospect, believed that an insidious and gradual loss in power from the port engine, although not accompanied by any noticeable change in engine noise, was the cause of the handling problems he experienced. Subsequent examination of the aircraft and ground runs of the engines revealed no fault.

APPENDIX

