



the person forming the swages found on G-MMCH, and was clearly incorrect.

As stated previously, both flying cables were found to have failed, the left at the wing leading-edge end and the right at the control frame end. Both had failed in the middle of the malformed swages. Metallurgical examination showed that nearly 90% of the cable strands had failed or partially failed in shear — the remainder showing normal tensile failures. The process of forming the swage, without control over the pressures exerted on the cable had therefore drastically degraded the strength of the cable even before it was fitted to the aircraft.

It has not proved possible to examine any technical records for the aircraft, and a check with the British Microlight Aircraft Association and the Civil Aviation Authority showed that the aircraft had not been submitted for its six-monthly inspections required to maintain its exemption from British Civil Airworthiness Requirements.