

**No: 2/87**

**Ref: 3**

**Aircraft type and registration:** Mainair Gemini Flash Microlight G-MMXA

**No & Type of engines:** 1 Rotax 503 Inv Piston Engine

**Year of Manufacture:** 1984

**Date and time (UTC):** 14 December 1986 at 1405 hrs

**Location:** Fox Lane, Houghton, Nr Preston, Lancs

**Type of flight:** Private (pleasure)

**Persons on board:** Crew — 1                      Passengers — None

**Injuries:** Crew — 1                      Passengers — N/A

**Nature of damage:** Major damage to trike and nose landing gear

**Commander's Licence:** Private Pilot's Licence Groups A and D

**Commander's Age:** 51 years

**Commander's Total Flying Experience:** Unknown

**Information Source:** BMAA Accident Report

On arriving at the accident site the BMAA official found about six men, including the aircraft owner in the process of removing the damaged trike unit. He informed them that following an accident they should not remove the aircraft without authorisation.

Upon the arrival of the police, the owner protested that he did not consider it a reportable accident since the pilot, although despatched to hospital with arm and facial injuries, had not incurred these injuries during the accident but had fallen off a wall and into a ditch after evacuating the aircraft uninjured. (Note: the Air Navigation Order, Section 8, in addition to defining a Reportable Accident in terms of personal injury, also relates to cases where "The aircraft incurs damage or structural failure... which adversely affects its structural strength, performance of flight characteristics and which would normally require major repair or replacement of the affected component").

The pilot returned from the hospital, have received treatment for his injuries. He stated that he had taken-off from the field which was "very wet". Upon climbing to about 300 feet AGL, the engine stopped dead without warning. He turned left through approximately 110°, attempting to execute a forced landing. The aircraft failed to clear some trees and, as the main wheels contacted them, it was pitched nose-down onto the ground. The trike suffered severe damage to its nose landing gear, pod, seat frame, front down tube and engine mount.

Examination of the overall condition of the airframe revealed it to be in extremely poor condition, with evidence of make-shift repairs and parts replaced with non-standard components. There was also doubt about the origin of the trike, since the serial number had been filed off the data plate which did not bear the aircraft's registration letters.

Inspection of the engine also produced a long list of defects in respect of both its overall condition and the condition of its accessories, many of which were non-standard and badly installed. Several possible causes of the engine failure were identified. The Permit to Fly of this aircraft had expired on 15 January 1986.