

No: 9/87

Ref: 3

Aircraft type and registration: Midland Ultralights (Aviasud)
Sirocco 377GB Microlight aircraft G-MMLL

No & Type of engines: 1 Rotax 377 piston engine

Year of Manufacture: 1984

Date and time (UTC): 8 May 1987 at about 0930 hrs

Location: Fangfoss Grange, near Pocklington, Humberside

Type of flight: Private

Persons on board: Crew — 1 Passengers — None

Injuries: Crew — 1 (fatal) Passengers — N/A

Nature of damage: Aircraft destroyed

Commander's Licence: Private Pilot's Licence — Group D

Commander's Age: 52 years

Commander's Total Flying Experience: 162 hours (all of which were on microlight aircraft)

Information Source: AIB Field Investigation

The pilot was making his first solo flight in a three-axis control microlight aircraft. He had previously received instruction from a qualified flying instructor in a two seat, three-axis control machine. He was briefed and advised that, on his first solo flight, he should remain within the aerodrome circuit area until he became used to the microlight's control responses, and then to land. The aircraft took off from Full Sutton aerodrome at about 0900 hours, when the weather conditions were fine and the surface wind was light. It flew right hand circuits around the aerodrome for about 20 minutes, and the flying instructor, who was observing the flight from the ground, has stated that the flying appeared to be smooth and accurate. However, the aircraft was then observed to overfly the runway on a southerly heading but, on this occasion, instead of turning back as it had done previously, it continued on the southerly heading before entering a slow descending turn to the right. Further eye-witness evidence shows that the bank to the right progressively increased and the nose continued to drop until the aircraft crashed in an almost inverted attitude into an open field. There was no fire but, in such an attitude, the accident would not have been survivable.

Initial examination of the wreckage and impact marks showed that the aircraft had struck the ground on a heading of 170° Magnetic in an almost inverted attitude with the right wing low. On-site and subsequent detailed examination of the wreckage at the AIB facility at Farnborough did not reveal any evidence of pre-impact structural failure or of failure of the aircraft's flying controls. The engine was almost certainly developing a considerable amount of power, since the wooden propeller had shattered into many fragments which were thrown some distance from the main wreckage. The aircraft possessed a valid Permit to Fly, issued by the Civil Aviation Authority, and all the relevant documents and certificates were in order.