

# In-progress Safety Investigation Statement

Ref. AAIU-2022-09-22-01  
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>	Wednesday 22 September 2021 14:25 UTC
Location	In a field next to the aerodrome of Kiewit-Hasselt 50° 58' 17,73"N - 5° 22' 56,388" E
Aircraft	Brügger MB-2 Colibiri
Aircraft category	Fixed wing - Small aeroplane - Amateur-built
Location of departure	Aerodrome of Hasselt/Kiewit (EBZH)
Planned destination	Idem
Type of operation	Non-commercial - Local
Phase of flight	Initial climb
Injuries	1 fatal
Aircraft damage	Destroyed

The pilot/owner reportedly took-off from Runway 09 at EBZH around 13:45 UTC for a local flight south of the airfield, direction of Hasselt city.

The aircraft was seen coming back around 14:25, re-joining the circuit in the downwind leg. The pilot called in for a full stop (as heard on the aerodrome radio frequency by another pilot). According to witnesses the approach was normal. Just before touchdown, the pilot reported 'going around' on the frequency. The initial climb was again not unusual according to the various witnesses, also no abnormal noises from the engine reported. Suddenly the aircraft was seen making a sharp descending turn to the left. The aircraft descended very rapidly and rather steep, and impacted the ground of a neighbouring field.

The pilot was fatally injured.

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

## PROGRESS OF THE INVESTIGATION

A detailed examination of the wreckage, including flight controls and engine, could not find any pre-impact anomaly. No systemic safety issue could be identified.

The report is being finalised.

In accordance with ICAO Annex 13 standards and EU 996/2010 regulation, the report will be forwarded to the following organisations to receive their comments and remarks: BEA and DGTA/DGLV.

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.