

# Safety Investigation Progress Report

Ref. AAIU-2020-08-29-01  
Issue date: 01 September 2021  
Status: Progress

## About this report

As per Annex 13 and EU regulation EU 996/2010, each civil aviation safety investigation shall be concluded with a report in a form appropriate to the type and seriousness of the accident and serious incident. If the final report cannot be made public within 12 months, the safety investigation authority shall release an interim statement at least at each anniversary of the accident or serious incident, detailing the progress of the investigation and any safety issues raised.

It is not the purpose of the Air Accident Investigation Unit to apportion blame or liability. The sole objective of the investigation and the reports produced is the determination of the causes, and, where appropriate define recommendations in order to prevent future accidents and incidents.

## SYNOPSIS

<b>Classification:</b>	Accident	<b>Occurrence category:</b>	Loss of control – inflight (LOC-I) System component failure - powerplant (SCF-PP)
<b>Level of investigation:</b>	Full	<b>Type of operation:</b>	Non-commercial – Cross Country
<b>Date and time:</b>	Saturday 29 August 2020 13:23 UTC	<b>Phase:</b>	Take-off
<b>Location:</b>	Aerodrome of Kiewit/Hasselt (EBZH)	<b>Operator:</b>	Private
<b>Aircraft:</b>	Tipsy Nipper T-66 MK2	<b>Aircraft damage:</b>	Destroyed
<b>Aircraft category:</b>	Fixed Wing – aeroplane	<b>Injuries:</b>	1 fatal

## Abstract:

The aeroplane took off for a flight on runway 27 from the aerodrome of Hasselt/Kiewit (EBZH). The purpose was a flyby at the nearby aerodrome of Zwartberg (EBZW), together with another aeroplane.

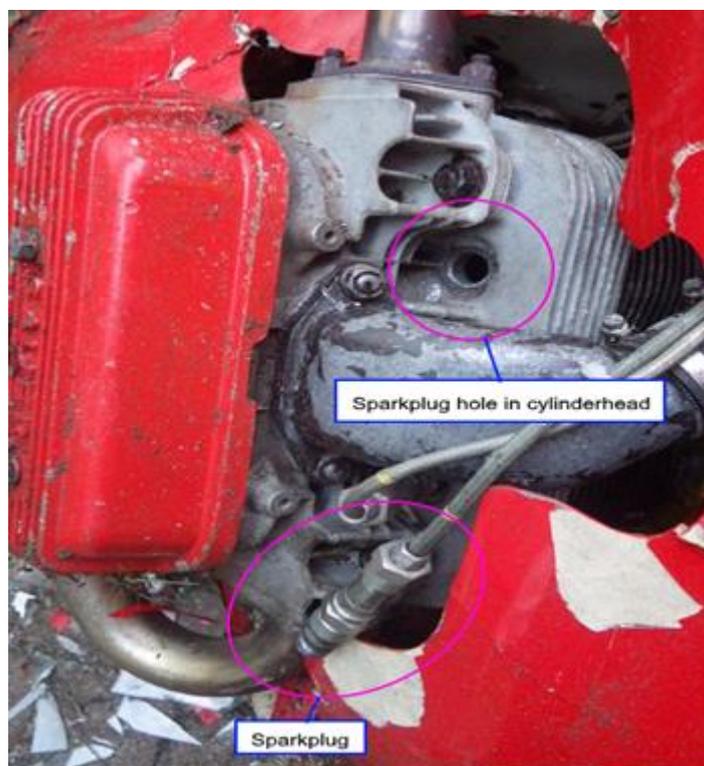
During the climb, beyond the end of the runway, at an estimated height of 300 to 400 ft AGL, the aeroplane was seen making a sharp turn to the left, attempting to return to the airfield in a rather steep descent.



The airplane hit the roof of a house, crashed in the garden, and came to rest next to a greenhouse. The aircraft's nose was oriented to the East, opposite to the direction of the take-off. The crash site was on the left side (south) of runway 27, approximately 230 m southwest of the end of the runway.

The pilot did not survive the crash.

The accident occurred at 13:23 UTC. AAIU(Be) was notified at 13:59 UTC. Three investigators deployed to the accident site to conduct the on-site examination and to interview witnesses. Afterwards the aircraft was removed to a secure facility of the Belgian Federal Police at Neerhespen, Linter, for detail examination.



At first inspection of the wreckage, a sparkplug was found out of its hole in the cylinder head.

## **Progress of the investigation**

For the investigation sources like such as witness statements, detailed wreckage inspection and webcam images are used.

The investigation did not reveal any systemic safety issue that should lead to a safety recommendation so far.

Since the aircraft was built in 1959, it has had several owners and has also been involved in several accidents, sometimes causing significant damage. The aircraft was repaired each time.

Several major modifications have been made to the original aircraft such as the installation of a new type of engine, new instruments and changes to the ignition system.

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:

- The EASA,
- The DGTA/DGLV, the Belgian Civil Aviation Authority, as the state of design, manufacture, registration and operation of the aircraft,
- The BFU of Germany, as the state of design and manufacture of the aircraft engine.

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.

Expected time of issue is end 2021.