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Microlight Incident Report

IRP No: 1481572456

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Please provide as much information as possible- photos, diagrams, etc

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Incident Details

Microlight type/model Avid Flyer C model/ Mk4

Place of incident Leo Johns airstrip at Mata

Other aircraft involved None

Describe the incident

I was doing some forced landing practise, coming in to the strip at an angle from the RH side. I allowed the aircraft to drift too far towards the LH side of the strip which required a moderate turn to the right at very low level to line up with the runway. We came around in the turn but instead of levelling out we just stayed in the turn until we stalled and crash landed. A subsequent inspection of the aircraft revealed the RH control completely snapped off the end of the flaperon. As the R

Describe the affect on safety

Serious concern for all Avids. These flaperons have a central aluminium spar tube that all the hinges turn on. This tube sticks out the inboard end where a 4130 steel sleeve and bellcrank is riveted on to the aluminium tube. The scary part is you cannot see any part of that inner aluminium tube, it is completely covered over by the bearings and steel sleeve, so there is no way of knowing that it is cracked or corroding.

Remedial action taken

Still debating how to fix and strengthen that spar tube. CAA, SAC and the Avid Forum in USA have all been notified.

Corrective or preventive action recommendations

Immediate inspection of all Avid flaperons but I am not sure how these tubes can be adequately inspected.

