



**Aviation Safety Council
Taipei, Taiwan**

**0113 QUICKSILVER SPORT 2S
ULTRA-LIGHT VEHICLE CRASHED
DURING FORCED LANDING WITH
ENGINE FLAMEOUT NEAR DAM CREST
OF REN-YI RESEVOIR IN CHIAYI,
AIRCRAFT WAS SUBSTANTIALLY
DAMAGED FLIGHT ACCIDENT
INVESTIGATION REPORT**

Executive Summary

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On January 13, 2006, at 1635, a double seat ultra-light vehicle Quicksilver Sport 2S, departed from Southern Taiwan Venues, Chiayi, the operator conducted low level flight to near the dam crest of Ren-Yi Tan Reservoir, due to the increase in terrain altitude, engine RPM decreased during climbing, followed by engine flamed out during a turn. The operator tried to make a rotary bypass to circle around the beetle nuts farm and make a forced landing, the right wingtip of the ultra light stroke the beetle nuts tree, and the vehicle crashed in the farm by the road of Tugu Orchard in the 3rd neighborhood, Neiweng Vil., Fanlu Township by Ren-Yi Tan Reservoir. The operator was uninjured, the ultra-light vehicle suffered substantial damage. According to the interview, all interviewees explained good weather and visibility.

CONCLUSION

1. The activity organization, venues, activity airspace of the flight accident all were not conformed to the relevant regulations and requirements of Ultra-light Vehicle Regulation.
2. Occurrence vehicle owner and operator were not conformed to the standards and requirements of ultra-light vehicle chapter and ultra-light vehicle regulations of chapter 9-1 of Civil Aviation Act.
3. Abnormal burning occurred inside the engine 2 cylinder of the vehicle, crankshaft bended and deformed, bearing failed, crank and connecting rod copper gasket ruptured, inhalation of copper scraps caused intake rotary valve stuck, the engine

stopped running and caused this flight accident .

4. No evidence showed that the operator's physical and mental conditions and weather at that time were related to the occurrence.
5. Due to land issues, currently no any ultra-light vehicle organizations could conduct lawful activities, hence the Ultra-light Regulations unable to be implemented.
6. Although CAA had taken active measures to assist ultra-light organizations to solve the venues issues, however, the venues and land acquisition required consultations and discussions with Ministry of the Interior, Ministry of Transportation and Communications and the Committee of Agriculture, Executive Yuan, the issue could not be solved by Ministry of Transportation and Communications or the Civil Aviation Authority alone.
7. The illegal flights of ultra-light vehicles caused potential flight safety risk management.
8. Ultra-light occurrence were investigated by Civil or government authorities in most countries.

Safety Recommendations

To Civil Aeronautics Administration, CAA

Advice CAA to continue assisting ultra-light vehicle organizations to complete all statutory procedures of ultra-light vehicle regulations, and require organizations, venue owners, vehicle owners, vehicle operators to process according to relevant regulations of Ultra-light Vehicle Regulations and requirements.

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