



BI 2025-ULM-001 **Ptitavion ULM in-flight structural failure**

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Note: it refers to concepts that may be specific to French regulations (e.g. "ULM", "identification fiche": see <https://www.ecologie.gouv.fr/en/public-policies/ulm-manufacturers>).

1. MATERIAL CONCERNED

This Information Bulletin applies to all 'Ptitavion' and 'DIDL' ULMs, regardless the manufacturer and the identification fiche.

2. REASONS

On 18 July 2024, a 'Ptitavion' ULM suffered an in-flight structural failure of one half-wing during a training flight, followed by a collision with the ground.

The report of the French accident investigation body (BEA) (refer to link in § 4 below) describes the following events:

"After a few minutes of flight, the left wing of the ULM broke near the strut junctions. It is likely that the bending and the brutal failures observed were induced by exceeding the maximum allowable stress of the wing structure. The BEA was not able to determine whether this failure was the consequence of a high load factors, a weakness in the wing structure or a combination of both."

3. REQUIRED ACTIONS AND TIME LIMITS

Based on the above, it is recommended to avoid any manoeuvre that could lead to high load factor, and in particular:

- To execute all manoeuvres carefully and only by smooth action on the flights controls;
- Not to perform lazy eight or chandelle, and to limit intentional stall or approaching stall manoeuvres to training flight with flight instructor on board and with direct access to flight controls;
- To keep a low speed in turbulent air, and not to fly in case of strong turbulence.

Reminder: sharp turns with bank angle greater than 60°, and any other aerobatics manoeuvre, are forbidden.

The Airworthiness Directive (CN) n° 2025-ULM-003 prohibits flights with fare paying passenger.

4. REFERENCE DOCUMENTS:

BEA's safety report: https://bea.aero/fileadmin/user_upload/03AEG.pdf

5. CONTACTS:

For questions regarding the requirements of this bulletin, contact: ulm@aviation-civile.gouv.fr.