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# FINAL REPORT

on an safety investigation into an air accident  
of the flying sports vehicle of a **paraglider**, type: Axis Paraglider Vega 4 ML

with the registration mark OM - L254

Registered by the "Aviation and Maritime Investigation Authority" under reg. No. SKI2017005

**The safety investigation into an extraordinary aircraft incident was carried out in accordance with Section 18 of Act No. 143/1998 on Civil Aviation (Aviation Act) and on the amendment to certain acts, in accordance with European Parliament and Council Regulation (EU) No. 996/2010 on the Investigation and Prevention of Accidents and Incidents in Civil Aviation governing the investigation of civil aviation accidents and incidents.**

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The final report is issued in accordance with Regulation L 13, which is the application of the provisions of ANNEX 13, the Aircraft Accident and Incident Investigation to the Convention on International Civil Aviation.

The sole purpose of the safety investigation is to identify the underlying causes of occurrence of the incident and to prevent such incidents from occurring, and not to point out any guilt or liability of persons.

This final report, its individual parts or other documents related to the safety investigation into the incident in question, are only informative and cannot be used otherwise than as recommendations for the implementation of measures that would prevent the occurrence of other extraordinary aircraft incidents with similar causes.

## A. INTRODUCTION

Operator/Owner:	private person
Operation type:	General Aviation/Sports and Recreational Flying
Type:	flying sports vehicle - paraglider, Axis Paraglider Vega 4 ML
Registration mark:	OM – L254
Take-off site:	Donovaly – Nová Hoľa
Flight phase:	prior to landing
Accident Site:	48° 52' 35.28" N, 019° 13' 33.03" E
Accident date and time:	18 May 2017, 10:48

Note: All time data in this report is reported in UTC time.

## B. INFORMATION OVERVIEW

On 18 May 2017, the pilot was flying in the area of Donovaly – Nová Hoľa. At 10:48, after 26 minutes of slope soaring, he was approaching landing area. At that time, a stronger wind was blowing in the landing location which prevented him from flying to the official landing area. Due to turbulence he was braking with his parachute when trying to land. Prior to landing, the paraglider experienced temporary overbraking and the pilot fell to the ground from a height of approximately 6 metres. After the fall he was conscious and called for help using his radio.

Investigation into the underlying causes of the above-mentioned occurrence is being conducted by Ing. Róbert Grexa, Director of Air Traffic of LAA SR.

The report was issued by:  
Light Aircraft Association of the Slovak Republic (LAA SR)

## **C. MAIN PART OF THE REPORT**

1. FACTUAL INFORMATION
2. ANALYSIS
3. CONCLUSIONS
4. SAFETY RECOMMENDATIONS

### **1. FACTUAL INFORMATION**

#### **1.1 History of the flight**

Prior to the flight the pilot made a pre-flight check of his PG, strapped in to his harness and took off. There were no complications during the flight within the limits of permitted flight levels in this area. When descending with the intention of landing, the pilot decided to land on an alternative area near a chalet rather than on the official landing area due to a strong wind which prevented him from flying to the official landing area. Due to significant orthographic turbulence the pilot braked with his parachute. As a result of temporary overbraking of the paraglider, the pilot fell from a height of approximately 6 metres, suffering spinal injuries. Since he was conscious he called for help using his radio through which he was in contact with his friends. He was provided first aid by members of the Mountain Rescue Service who called an ATE helicopter and transported him to Banská Bystrica.

The aircraft accident was reported to the Aviation and Maritime Investigation Authority of the Ministry of Transport and Construction of the Slovak Republic by an authorized representative of the Light Aircraft Association of the Slovak Republic (LAA SR).

Time period: Day  
Flight rules: VFR

#### **1.2 Injuries of persons**

<b>Injury</b>	<b>Crew</b>	<b>Passenger</b>	<b>Other persons</b>
Fatal	-	-	-
Serious	1	-	-
Minor	-	-	-
None	-	-	-

#### **1.3 Damage to the paraglider**

The PG was not damaged in the occurrence.

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#### 1.4 Other damages

No circumstances have been reported to LAA SR which might lead to any other claims for compensation of damage against a third party.

#### 1.5 Personnel Information

##### Pilot:

Citizen of the Slovak Republic, aged 29, holder of a PG-B pilot license issued by LAA SR. He has been a pilot since 2014. According to the request for an extension of his pilot license, the total number of the pilot's PG flight hours is 255:00.

#### 1.6 Information about the paraglider

Type: Axis Paraglider Vega 4 ML  
Registration mark: OM – L254  
Serial number: 25302705ML  
Manufacturer: Axis Paraglider

Valid certificate of airworthiness No. 16594.

#### 1.7 Meteorological information

Few clouds 1 – 2/8, visibility over 10 km, S - SW wind up to 7 m/s.

#### 1.8 Aids to navigation

N/A

#### 1.9 Communications

N/A

#### 1.10 Aerodrome information

Take-off site: Donovaly - Nová Hoľa take-off area.

#### 1.11 Flight recorders and other recording devices

N/A

#### 1.12 Information about the place of landing

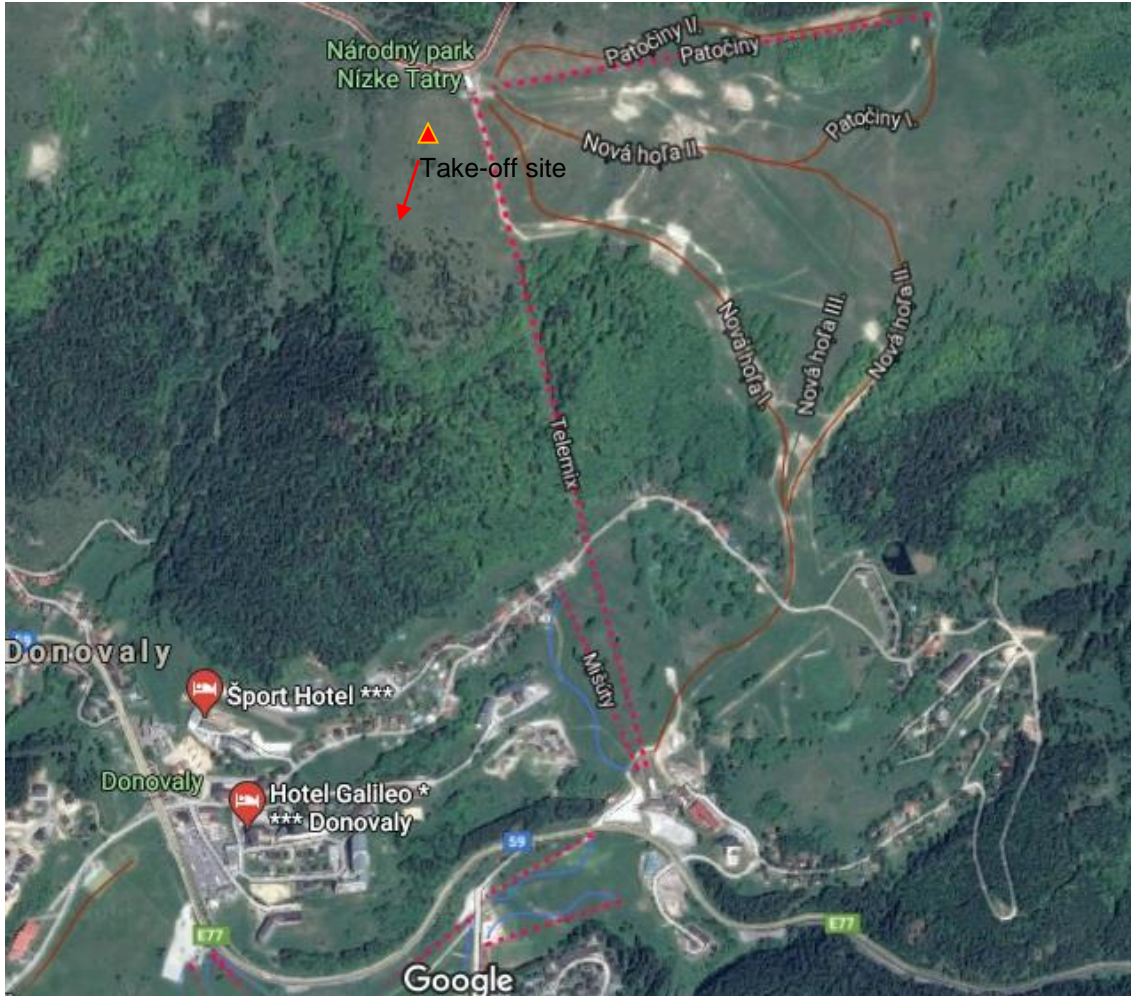
The pilot fell on a free area close to the Dami Sport hotel and parking place.

Coordinates: 48° 52' 35.28" N

019° 13' 33.03" E

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Take-off and landing sites



Detail of the place of landing - impact



### **1.13 Medical findings**

The pilot suffered spinal injuries during the fall.

### **1.14 Fire**

None.

### **1.15 Survival aspects**

It was not necessary to perform any investigation or rescue with SAR equipment. The pilot asked for help using his radio. He was conscious and communicating. The pilot was provided first aid and he was transported by helicopter to the hospital for additional checks.

### **1.16 Tests and research**

No tests or expert checks of the PG have been conducted.

### **1.17 Organizational and management information**

The flight activities were performed in accordance with aviation regulations valid in the territory of the Slovak Republic. The pilot had a valid pilot license and the PG had a valid certificate of airworthiness.

### **1.18 Additional information**

At the last moment of his approach, the pilot decided to change his landing area due to a strong wind which prevented him from flying to the official landing area. As a result of the wind, there was significant orthographic turbulence in the landing area, caused by obstacles in the landing area, the expressions of which were intensified by thermal bubbles tearing off, which was caused by uneven overheating of the terrain surface in the landing area.

### **1.19 Useful or effective investigation techniques**

Common investigation methods were applied.

## **2. ANALYSIS**

### **Pilot activity**

Prior to the flight the pilot made a pre-flight check of his PG, strapped into his harness and took off. There were no complications during the flight within the limits of permitted flight levels in this area. When descending with the intention of landing, the pilot decided to land on an alternative area near a chalet rather than on the official landing area due to a strong wind which prevented him from flying to the official landing area. Due to significant orthographic turbulence the pilot braked with his parachute. As a result of temporary overbraking of the paraglider, the pilot fell from a height of approximately 6 metres. The pilot suffered spinal injuries during the fall. Since he was conscious he called for help using his radio through which he was in contact with his friends. He was provided first aid by members of the Mountain Rescue Service who called an ATE helicopter and transported him to Banská Bystrica.

### **3. CONCLUSIONS / Causes of occurrence of the air accident**

#### **3.1 Findings**

##### **Pilot**

- according to the documentation submitted, the pilot had valid qualifications for performing flights with the particular paraglider category;
- he had sufficient experience to perform the flight;
- he decided to change his landing area due to a strong wind, namely at a distance of approximately 250 metres away from the official landing area.

#### **3.2 Causes of the air accident**

##### **Main cause:**

- Overbraking the paraglider at a low altitude.

##### **Contributing causes:**

- Strong wind and turbulence in the landing area.

### **4. SAFETY RECOMMENDATIONS**

None.

In Prešov, 28 December 2017