



KÖZLEKEDÉSBIZTONSÁGI  
SZERVEZET

TRANSPORTATION SAFETY  
BUREAU

**FINAL REPORT**  
**EVENT No. 007/2006**  
**Csákvár Airfield**  
**15<sup>th</sup> January 2006. 15:45 UTC**  
**EDEL SABER L typ. paraglider**

The sole objective of the technical investigation is to reveal the cause and circumstances of aviation accidents, incidents or irregularities and to initiate the necessary technical measures and make recommendations in order to prevent similar cases in the future. It is not the purpose of this activity to apportion blame or liability.

## Synopsis

<b>Event category</b>	Incident
<b>Manufacturer of the paraglider</b>	
<b>Type of the paraglider</b>	EDEL SABER L
<b>Serial No</b>	7037024
<b>Owner</b>	the injured person
<b>Operator</b>	MPC Paraglider Club
<b>Date and time of event (UTC)</b>	15 <sup>th</sup> January 2006. 15:45.
<b>Location</b>	Csákvár Airfield
<b>Number of injured</b>	1
<b>Damage to vehicle</b>	none
<b>State of registry</b>	n/a (registration is not required for this type of vehicle)
<b>Registering authority</b>	n/a

The event was investigated by the Transportation Safety Bureau of Hungary (hereinafter referred to as TSB).

## Investigation data

The event was reported to KBSZ' 24/7 duty service by the paraglider instructor on site at 15:50 UTC on 15<sup>th</sup> January 2006.

The duty personnel reported the case to the Director General at 15:55 UTC. The Director General appointed an Investigation Committee (hereinafter referred to as IC).

Head of IC	Ferenc JANOVICS, investigator, analyst
Member of IC:	Sándor NAGY, investigator-technician
Consultant:	Was not required
Foreign expert:	Was not required
Ad Hoc Expert:	Miklós FERENCY, paraglider instructor

## 1. Factual information

### Preparation

The IC questioned the injured who was a paraglider trainee. He said that he had started the training back in 2005 and he had already flown by winch towing. He had yet to take the academic test. He had no flight logbook but only a training log for taking notes during the sessions and from a book called „A siklóenyőzés ABC-je” (Paragliding Basics) suggested as textbook for the course.

On the day of the incident he decided that the weather was suitable for flying so he traveled to Csakvar Airfield to continue his training. He arrived early. For various reasons he had been absent from the training for a prolonged time thus he thought he should refresh his knowledge before flying again. He started with pulling up his glider’s canopy several times, then he walked to the launch site and watched the launches. After a while he took a seat next to the winch operator and watched the towing from there.

Having spent some time at the winch, he decided to report for a training flight.

His instructor cleared him for the flight after asking some questions. The trainee spread out the cupola, connected the canopy wiring to his harness and signaled his readiness to the instructor.

### 1.1. History of the flight

The winch operator connected the towing cable to the trainee’s harness, checked the towing release mechanism and started the towing.

The trainee pulled up the canopy and started running. When he felt it would hold his weight he pulled himself in the harness.

Soon he realized that the canopy won’t hold so he slid off the harness and ran again. After a while he felt his aching knee would soon give up and made another attempt to sit in. Again it was too early and the canopy dropped.

The trainee slid off the harness the second time but his aching foot got stuck and he fell face down and passed out.

### 1.2. Injuries to persons

Injuries	Crew	Passengers	Others
Fatal	-	-	-
Serious	-	-	-
Minor/None	1	-	-

### 1.3. Damage to aircraft

The vehicle was not damaged in the incident.

### 1.4. Other damage

The IC received no information on any other damage during the investigation.

## 1.5. Personnel information

### Pilot

Age and gender	49 year-old male
License	
Medical certificate	Not required
Qualifications	none
Certifications	none
Number of hours flown/take-offs (as in the flight log)	
Total	No record
In the last 12 months	No record
In the last 30 days	No record

## 1.6. Aircraft information

		<b>valid until</b>
<b>Airworthiness</b>	issued on 16th April 2004.	31st December 2004.
<b>Category</b>	DHV 2	31st January 2005.
<b>Rescue system</b>	Fireboard R-2	31st January 2005.

## 1.7. Meteorological information

Based on eyewitness information, the weather was suitable for training.

## 1.8. Aids to navigation

The navigation instruments had no effect on the course of events therefore their listing is not required.

## 1.9. Communication

The communication instruments had no effect on the course of events therefore their listing is not required.

## 1.10. Aerodrome information

The site of the incident is a non-public airfield.

## 1.11. Flight recorders

The vehicle did not have an on-board flight recording device. It is not required for this type of aerial vehicle and mission. It did have barometric VSI (vertical speed indicator) and altimeter.

## 1.12. Wreckage and impact information

There was no wreckage.

## 1.13. Medical and pathological information

The injured was transported to the traumatology of the Szent György Hospital in the nearby city of Székesfehérvár where he was diagnosed with minor concussion.

**1.14. Fire**

There was no fire.

**1.15. Survival aspects**

The investigated flight situation was not life-threatening for the paraglider pilot.

**1.16. Tests and research**

There was no need to conduct tests and research for reaching the conclusion.

**1.17. Organizational and management information**

The IC found that based on the records of Szabadrepülők Szövetsége (Hungarian Free Flyers' Association, HFFA), the organization that held paraglider training courses at the airfield was not accredited for conducting such training.

**1.18. Additional information**

The IC did not receive any additional information.

**1.19. Useful or effective investigation techniques**

The investigation did not require techniques differing from the traditional approach.

## **2. Analysis**

### **2.1. Personnel requirements**

#### **2.1.1. The trainee**

The pilot signed up for a paraglider course in the fall of 2005.

He completed a number of flights with winch towing in 2005 but he did not keep logs of either the number of flights or the total hours flown. He had not taken the basic test. He did not have a trainee logbook either.

According to the syllabus of paragliding training (Syllabus I. 5.) the theoretical basic training must end with a written exam. Only after a successful exam can a trainee continue the training with the A/5 task (it means flights with altitudes more than 100 m/330 ft).

The CS/1. 3. document on rules regarding the use of winch towing equipment prescribes that the basic training must end with a written exam. Only after a successful exam can a trainee continue the training with the CS/3. b/ task (winch towed flight at 30 m/100 ft, in straight line and landing).

#### **2.1.2. The instructor**

The syllabus on the winch towing states that only a certified winch instructor can conduct relevant training. The instructor could not present such a certification to the IC.

The basic training requires the use of paragliders certified for training flights (see Syllabus I. 2.).

Moreover, gliders used for winch towing during training must also be certified for such flights. The trainee's own glider did not meet these requirements.

The instructor had failed to observe the above regulations.

### **2.2. Objective requirements**

The IC requested the paraglider's airworthiness certificate and proof of insurance for the harness. The pilot first faxed a wrong set of documents (they expired at the end of 2004) but later he provided the required papers.

The winch operator could not present a valid proof of technical inspection of the winch towing equipment.

### 3. Conclusions

- 3.1.** It usually takes about six to eight weekends to complete a regular paragliding course. The IC examined the course taught at the airfield and found significant deficiencies:
- The course did not have the basic exam required by the syllabus,
  - Neither the instructor nor the trainees had a logbook,
  - The paraglider in question was not certified for training with winch towing,
  - The required technical inspection certificates were not available,
  - Proofs of insurance were missing,
  - The training was conducted in parallel: there were launches from a mound as well as from flat terrain by winching.
- The IC was unable to determine whether training regulations were observed consistently during the course.
- 3.2.** The basic training course – approved by the Civil Aviation Authority - requires a minimum of 50 launches before a trainee can take the basic „A” exam. The injured trainee did not have a logbook that could have proven his experience. The training organization provided its students with notebooks but the instructors did not make entries into them, therefore these notebooks were useless with regard to keeping record of the trainees’ practical experience.
- 3.3.** The pilot had sustained an injury of his foot earlier during his physical preparation. It is likely that his aching foot was the cause of the incident.
- He should have signalled to the winch operator right after the first launch attempt that he was unable to complete the task but he failed to do so.
- The instructor is not obliged to check the trainees’ physical fitness before flights but having noticed the trainee’s limp he should have precluded any further attempts.
- 3.4.** The paragliding pilots are not obliged to undergo an official medical checkup. The instructor, however, is authorized to bar the trainee from a certain exercise or abort an ongoing task if he or she thinks the trainee is not performing accordingly, as improper moves could lead to dangerous situations.

#### 4. Safety recommendations

**BA2006-007\_1:** The IC recommends the paragliding committee of HFFA to establish an accident duty service.

**BA2006-007\_2:** The IC recommends the paragliding committee of HFFA to develop a plan for oversight of the training schools' procedures and documentation as well as the practical accomplishment of basic courses.

**BA2006-007\_3:** The IC recommends the paragliding committee of HFFA to introduce changes in its training program that include recording of the number of flights and hours flown in order to keep track of the trainees' flight experience.

Budapest, .....of June, 2006.

Ferenc JANOVICS  
Head of IC

Sándor NAGY  
Member of IC