



KÖZLEKEDÉSBIZTONSÁGI
SZERVEZET

TRANSPORTATION SAFETY
BUREAU

FINAL REPORT

231/2006

ACCIDENT

Óbuda take-off point

15th July 2006, 14 hours 10 minutes

FREE X PURE M type paraglider

The sole objective of the technical investigation is to reveal the causes 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

Event category	Accident
Manufacturer of the paraglider	unknown
Type	FREE X PURE M
Registration mark	XC 101
Owner	the injured
Operator	Hungarian Free Flyers Association
Date and time of the event (UTC)	15 th July 2006. 14:10 LT
Location	Óbuda take-off point
Number of seriously injured	1
Damage to aircraft	none
State of registry	N/A

Competent investigating authority: Transportation Safety Bureau (hereinafter referred to as **TSB**)

Short summary

Investigation data

The personnel of the Safety Department of Free Flyers Association reported the event to the TSB duty services at 14 hours 15 minutes LT.

The on duty personnel of TSB reported the event to the General-Director of TSB at 14 hours 15 minutes and also informed the on duty personnel of Civil Aviation Authority at 14 hours 20 minutes.

The following Investigating Committee (hereinafter referred to as IC) was appointed on 15th August 2006 to investigate the accident:

Head of IC:	Ferenc Janovics aviation accident investigator
Member of IC:	Farkas Attila on-site investigator technician

Using the available documentation of the investigation as well as reports and interviews, the IC prepared a draft report and sent it to the relevant parties - defined under Act CLXXXIV of 2005 - for reflections.

The pilot made the following statement (within the period defined under the aforementioned Act):

“The landing site I chose was a narrow street (to the East) lined with electric wires. Due to the direction of the wind, I had to turn towards the wires (to the North) and had to navigate sideways. While doing so, I experienced two metre swings as a result of the turbulence. If I had been inexperienced, I would not have been able to turn towards the wires and sidle in turbulent wind. So I did not try to flare without forward speed but I intended to land laterally in sliding.

(Yes, it is true that I still have much to learn.)”

The IC altered the draft report according the above mentioned statement of the pilot.

1. Factual information

Preparation

According to the statement of the pilot, he arrived at Óbuda take-off point at approximately 14:00 hours where there had already been four paraglider pilots. He prepared his equipment for flying then having considered the wind conditions favourable, he took off first.

1.1. History of the flight

Turning left after take-off, the student pilot noticed that the lifting current did not hold his cupola, therefore he turned towards the landing site. While in descent, he realised that he would not be able to reach the marked landing site, therefore he looked for another suitable site for landing.

Due to his unfortunate landing, the student pilot suffered serious injuries with more than 8 days healing time.

1.2. Injuries to persons

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

1.3. Damage to aircraft

None.

1.4. Other damage

The IC did not receive any information about other damage.

1.5. Personnel information

Information on the paraglider pilot

Age and gender: Aged 52, male
 Qualification; Student pilot II
 Licence: Can perform practice flights without altitude limitations in non-turbulent weather under instructor's supervision and can perform intermediate practice flights in the presence of instructor.

Flight hours / number of take-offs according to the pilot's flight log:

Total	11 take-offs
In the last 12 months	11 take-offs
In the last 30 days	11 take-offs (3 hours 15 minutes)

1.6. Aircraft information

Paraglider		Valid
Date of manufacturing	2001	31 st December 2006.
Category	DHV 1-2	31 st December 2006.
Rescue system	unknown	unknown
Insurance	compulsory	31 st December 2006.

1.7. Meteorological information

Based on the pilot's statement about the weather, the IC judged the meteorological conditions as suitable for flying.

1.8. Aids to navigation

The navigation systems did not have an effect on the occurrence of the accident, therefore their detailed description is not required.

1.9. Communications

The paraglider did not have a radio and it is not prescribed for carrying out this task.

1.10. Aerodrome information

Not applicable.

1.11. Flight recorders

The paraglider did not have an on-board flight recording device. It is not required for this type of aerial vehicle and task.

1.12. Wreckage and impact information

There was no wreckage.

1.13. Medical and pathological information

As prescribed in the relevant law in force, the medical report was not made available for the IC.

Examination by forensic medicine expert was not necessary.

1.14. Fire

There was no fire.

1.15. Survival aspects

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

1.16. Tests and research

It was not necessary to conduct tests and research for reaching the conclusion.

1.17. Organisational and management information

It was not necessary to analyse the organisational and management aspects.

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.** The injured passed the “paraglider student II examination” on 20th April 2006 which entitles him to „perform practice flights without altitude limitations in non-turbulent weather under instructor’s supervision”.
- His take-offs prior to the examination and before 7th July 2006 are not registered in the flight log.
- 2.2.** The pilot’s decision to look for a suitable landing site was appropriate as landing among houses might have caused a more serious accident.
- 2.3.** However, the chosen landing site was not windward, therefore the landing manoeuvre had to be done in crosswind. While directing his cupola, the pilot flew into turbulence just before landing, which caused a sideways swing.

3. Conclusions

- 3.1.** The atmospheric conditions (wind direction, wind speed) were not ideal for flying at that time and place as the wind direction was constantly changing by 30-45°.
- 3.2.** The equipment of the injured was suitable for flying, however, he was not well-prepared for carrying out the planned task in the given circumstances (and in the absence of the instructor).
- 3.3.** The primary cause of the accident was the take-off in unfavourable wind conditions and the subsequent emergency situation.
- 3.3.** The direct cause of the accident was the sideways swing before landing due to turbulence near the ground.

4. Safety recommendations

Had the pilot kept to the relevant rules, the accident would have been avoidable. Therefore it is not necessary to make safety recommendations.

Budapest, „.....” December 2006.

Ferenc Janovics
Head of IC

Attila Farkas
Member of IC