

*The original of the Final Report was issued in the Slovak language.
In case of inconsistency original version in Slovak language is applicable.*



MINISTRY OF TRANSPORT, CONSTRUCTION
AND REGIONAL DEVELOPMENT
OF THE SLOVAK REPUBLIC



AVIATION AND MARITIME INVESTIGATION AUTHORITY
Námestie slobody 6, P.O.BOX 100
810 05 Bratislava 15

FINAL REPORT

on investigation of accident
flying sport vehicle **Speed Glider**
without identification number

Reg. No. SKA2015002

The investigation of occurrence has been conducted pursuant to Art. 18 of the Act No. 143/1998 on Civil Aviation (Civil Aviation Act) and on Amendment of Certain Acts and in accordance with the Regulation (EU) No. 996/2010 of the European Parliament and of the Council on investigation and prevention of civil aviation accidents and incidents, governing the investigation of civil aviation accidents and incidents.

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

The exclusive aim of investigation is to establish causes of accident, incident and to prevent their occurrence, but not to refer to any fault or liability of persons.

This final report, its individual parts or other documents related to the investigation of occurrence in question have an informative character and can only be used as recommendation for the implementation of measures to prevent occurrence of other accidents and incidents with similar causes.

A. INTRODUCTION

Operator / Owner:	private person
Type of operation:	general aviation / sport and recreational flying
Type:	flying sport vehicle of type Speed Glider (hereinafter „FSV“)
Identification number:	not assigned
Take-off site:	Veľký Rozsutec
Flight phase:	after the take-off
Place of accident:	Veľký Rozsutec
Date and time of accident:	08.05.2015, 04:20

Note: All time data in this report are stated in the UTC time.

B. INFORMATIVE SUMMARY

On 08.05.2015 in the morning hours, after the take-off the pilot lost control of FSV, which crashed into the ground after about 20 seconds of flight.

The following commission was appointed for investigation of the accident:

Ing. Juraj GYENES	– chairman of the investigation commission
Ing. Milan BOHUŠ	– member of the investigation commission

The report is issued by:

Aviation and Maritime Investigation Authority
of the Ministry of Transport, Construction and Regional Development of the Slovak Republic.

C. MAIN PART OF REPORT

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

1. FACTUAL INFORMATION

1.1 History of the flight

The pilot with FSV started at 04:20 am. After the take-off he let loose the steering lines and settled down in the seat. Then he wanted to again grip the steering lines, but he could not reach them.



In the effort to reach the steering lines, he pulled on the right-hand back harness, causing the wing to sway. Some 10 seconds later FSV crashed hard into the ground.



The authorized representative of the Light Aircraft Association of SR reported the accident to the Aviation and Maritime Investigation Authority of the Ministry of Transport, Construction and Regional Development of the Slovak Republic.

Daytime: day
Flight rules: VFR

1.2 Injuries to persons

Injury	Crew	Passengers	Other persons
Fatal	1	-	-
Serious	-	-	-
Minor	-	-	-
None	-	-	-

1.3 Damage to FSV

FSV was not damaged in the accident.

1.4 Other damage

No circumstances with potential claims for compensation of other damage toward a third party were notified to the Aviation and Maritime Investigation Authority.

1.5 Personnel information

Pilot:

A national of the Slovak Republic, aged of 18 years, since 2013 holder of PK-A pilot licence, issued by the Light Aircraft Association of the Slovak Republic, with marked validity until 19.08.2015.

Flying experience:

Total flight hours: not specified.

1.6 FSV information

Type: Speedglider Axis Pulsar 12

Identification number: none

Serial No: 513 014 – 12

Manufacturer: Axis paragliding

No certificate of airworthiness, no third-party insurance.

1.7 Meteorological situation

Fair to clear skies was observed in the area near the peak of Velký Rozsutec in the morning hours. Under the peak of Velký Rozsutec, in an altitude of 1398 m a.s.l., the air temperature was 6°C, south-west wind with speed up to 3 m/s was blowing and horizontal visibility was approximately 60–70 km.

1.8 Aids to navigation

N/A.

1.9 Communications

N/A.

1.10 Aerodrome information

Place of start: Velký Rozsutec, altitude of 1570 m.

1.11 Flight recorders

Outdoor camera GoPro.

1.12 Wreckage and impact information

The pilot fell about 300 m away from the place of take-off run, in altitude of 1398 m.



1.13 Medical and pathological information

The pilot of FSV suffered multiple injuries with fatal consequences. At the time of accident he was not under the influence of alcohol, drugs or common medicines that could have decreased his attention during the flight.

1.14 Fire

No fire broke out.

1.15 Survival aspects

Search and rescue using SAR devices were not required.

1.16 Tests and research

No tests or expert inspection of FSV were required to be conducted as a result of this accident.

1.17 Organizational and management information

N/A.

1.18 Additional information

Speed flying is a hybrid air sport, combining elements of paragliding and parachuting, of flying a small, fast fabric wing, usually in close proximity of a steep slope unlike paragliding, where pilots try to maintain a longer, gentler flight. In view of its small size and specific design, the wing is therefore more suitable for a flight near a slope. It is made from material similar to that used for manufacturing of a paraglide and is smaller than an average paraglide. Like paraglidists, speed-flyers start by running down the hill, with the wing above their head, inflated by the circulating air. The flying vehicle is known as speed glider, speed wing or speed flyer.

1.19 Useful or effective investigation techniques

Standard investigation methods were used.

2. ANALYSIS

2.1. Activity of pilot

The pilot failed to adjust the speed glider seat before the flight, which led him to let the steering lines loose in order to settle down in the seat and failed attempting at griping them again. During this manoeuvring the speed glider started to sway violently and finally crashed into the ground.

3. CONCLUSIONS / CAUSE OF ACCIDENT

3.1 Findings

Pilot

- According to the submitted documentation did not have valid qualifications for flights with this category of FSV;
- Did not have sufficient flying experience to steer this type of FSV.

FSV

The vehicle did not have valid documentation.

3.2 Cause of accident

Non-adjusted speed glider seat and poor mastering of the flying technique.

4. SAFETY RECOMMENDATIONS

The final report from investigation of the accident does not contain any recommendations.

Bratislava, 23.11.2015