

*The original of the Final Report was issued in the Slovak language.
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AVIATION AND MARITIME INVESTIGATION AUTHORITY
Námestie slobody 6, P.O.BOX 100
810 05 Bratislava 15

FINAL REPORT

on the safety investigation
of flying sports device
type **Axis Paraglider Swing Mirage RS 9,5**
without registration number

Ref. No.: **SKP2019001**

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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 individual
Operation type	general aviation/sport and recreation flying
Type:	flying sports device-parachute glider of the type Speedflying, Swing Mirage RS 9.5 (hereinafter referred to as the "PG")
Registration mark:	without registration number
Take-off site:	Vrátna dolina - Chleb
Flight phase:	landing
Accident site:	N 49°12'27,45'', E 019°02'35,51''
Accident date and time:	23 March 2019, 11:10

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

B. INFORMATION SUMMARY

On 23 March 2019 at 11:10, a pilot was injured during the landing manoeuvre, after the contact with the ground, in the area of the cable car Vrátna dolina - Chleb valley station.

A coincidental tourist – eyewitness reported the situation by phone to the Mountain Rescue Service/MRS Malá Fatra - Vrátna. After arriving to the place of the event, the MRS members provided the initial treatment to the pilot and called the emergency medical service helicopter that transported the injured pilot to the University Hospital in Martin.

A committee was set up to investigate the causes of the air accident:

Ing. Igor BENEK	– Chairman of the Safety Investigation Committee
PaedDr. Miroslav JANČIAR	– Member of the Safety Investigation Committee

The Report has been issued by:

The Aviation and Maritime Investigation Authority
of the Ministry of Transport and Construction of the Slovak Republic

C. MAIN PART OF THE REPORT

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

1. FACTUAL INFORMATION

1.1 History of the flight

On the day in question, the pilot performed two flights from the peak station Vrátna - Chleb. Before each flight, he performed the pre-flight control of PG.

The first flight was performed according to the plan, including landing.

During the second flight, the pilot took off with skies as usual, with the continuation in the flight towards the cable car valley station where there was a snow-covered area, on which he landed during the first flight and on which he also intended to land during the second flight.

When manoeuvring with PG during the critical/second flight he descended lower than he expected and he was not able to reach the planned landing area with his PG. Landing followed at a relatively high flight speed of approx. 80 km/h on a stony area not covered with snow into an opposite slope. In the contact with the ground, the pilot's skies became unfastened and he fell hard on the stony area.

The pilot suffered serious injuries.

The pilot's fall was reported to the MRS Malá Fatra – Vrátna from where the MRS members were sent to the scene of the event who provided the first aid to the pilot and called the emergency medical service helicopter that transported the pilot to the University Hospital in Martin.

During the transportation, the pilot was conscious and communicating.

The air accident was reported to the Aviation and Maritime Investigation Authority of the Ministry of Transport and Construction of the Slovak Republic by a member of the Police Force of the Slovak Republic – District Department of the Police Force Terchová.

Daytime: Day

Flight rules: VFR

1.2 Injuries of persons

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

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1.3 Damage to the PG

PG was not damaged during the occurrence.

1.4 Other damage

The Aviation and Maritime Investigation Authority has not been notified of any circumstances with potential claims for other compensation to third parties.

1.5 Personnel information

Pilot:

a citizen of the Slovak Republic, aged 35 years, at the time of the occurrence the pilot did not have any issued valid pilot licence,

a member of the Light Aircraft Association of the Slovak Republic (LAA SR) from 2011 to March 2015.

The total hours flown by the pilot according to the data provided in the database of the LAA SR in 2015 was 80 hours.

According to the pilot's statement, as at the date of the air accident, he had flown approximately 250-300 flights with the PG in question. The pilot had not held the flight diary.

1.6 Information about the PG

Type:	Swing Mirage RS 9.5
Registration mark:	without registration number
Serial number:	1280951061
Date of manufacture:	not ascertained
Manufacturer:	Swing

The aircraft airworthiness certificate has not been issued, as this type of PG is not administered by any authorized organization in the Slovak Republic.

1.7 Meteorological information

N/A

1.8 Aids to navigation

N/A

1.9 Communications

N/A

1.10 Aerodrome information

The place of start: the peak station Vrátna – Chleb.

1.11 Flight recorders

N/A.

1.12 Wreckage and impact information

The hard-landing occurred near the cable car Vrátna-Chleb valley station. The place of the air accident is determined with the following geographical coordinates:

N 49°12'27,45''
E 019°02'35,51''

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1.13 Medical and pathological information

After his fall, the pilot's head and backbone were injured.

1.14 Fire

None.

1.15 Survival aspects

It was not necessary to carry out any investigation and rescuing by the SAR (Search and Rescue) means.

1.16 Tests and research

N/A

1.17 Organizational and management information

N/A

1.18 Additional information

N/A

1.19 Useful or effective investigation techniques

Common investigation methods were applied.

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2. ANALYSIS

Pilot activity

During his second flight on the given day, the pilot performed a normal take off with skies from a snow-covered area near the peak station of the cable car and continued in the flight towards the valley station of the cable car. The pilot intended to land on the area where he landed during his first flight.

The pilot did not leave a sufficient high-altitude reserve in order to plan his landing on the planned area well; during manoeuvring he descended lower than he expected and he did not reach the planned landing area.

Then he landed on a stony area not covered with snow into a slight opposite slope, at a relatively high forward speed. In the contact with the ground, the pilot's skies became unfastened and he fell hard on the stony area.

3. CONCLUSIONS / Causes of the air accident

3.1 Findings

- PG in question is not operated by LAA SR,
- PG had no registration number,
- The aircraft airworthiness certificate has not been issued for the PG,
- The pilot had no valid pilot licence,
- The pilot had not held the flight logbook, and therefore it was not possible to determine what experience he had for the performance of the flights in question.

3.2 Causes of the air accident

Incorrect planning for landing on the area selected in advance.

4. SAFETY RECOMMENDATIONS

The Final Report on the safety investigation of an air accident does not contain any recommendations.

In Bratislava, 28 May 2019