



## State Commission on Aircraft Accidents Investigation

### ACCIDENT 2015/1220

### RESOLUTION

of 5 April 2022

<b>Type and model of aircraft:</b>	Powered paraglider: SNAKE 18 wing Parajet Zenith with Polini THOR200 engine
<b>Registration marks:</b>	Not applicable
<b>Date of occurrence:</b>	4 July 2015
<b>Place of occurrence:</b>	Legnica, Poland

After reviewing the investigation material, pursuant to Article 138 of The Act of 3<sup>rd</sup> July 2002 – Aviation Law (as amended) and § 16 of the Regulation of Minister of Transport of 18<sup>th</sup> January 2007 on air accidents and incidents, the State Commission on Aircraft Accidents Investigation determined that:

#### 1. The course of the occurrence was as follows:

From 27 June to 5 July 2015, the second World Paragliding Slalom Championship (2WPSC) was held in Legnica. During the competition marked with the symbol 5-6-D2 (according to the flight catalogue - appendix to the competition regulations - fig. 1 - below) an accident occurred.

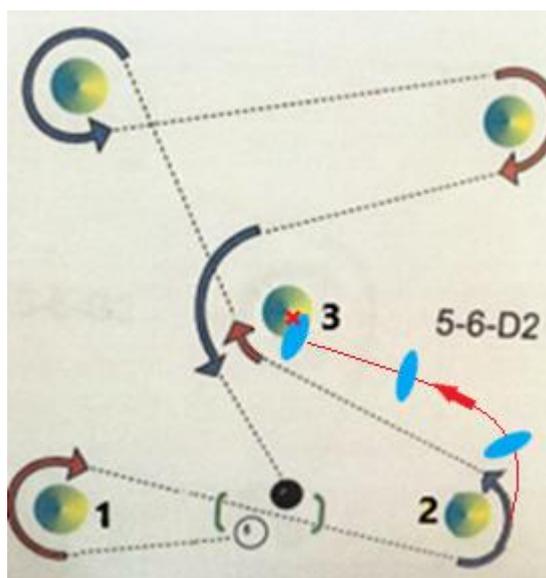


Fig. 1. 5-6-D2 competition scheme.  
The approximate flight path of the accident  
paraglider  
[source: flight catalogue – appendix to the  
competition regulations]

The right side of the wing of the powered paraglider flown by an experienced pilot (representative of the Republic of Lithuania) hit the pylon no. 3 (fig. 1) at high speed, while making a right turn at a height of about 10 m. As a result, the paraglider collided with the ground and the pilot suffered serious injuries.

The analysis of the video material (fig. 2) allowed to determine the course of the occurrence. When making a dynamic turn around pylon no. 2, the pilot deviated from the optimal flight path and then too early initiated the turn to avoid pylon no. 3. During the turn, the right side of the wing collided with pylon no. 3 and the wing was suddenly stopped. The pilot with the powerplant was thrown to a height of about 15 m, then he fell on his back (on the engine), bounced, and after rotation in the air, fell down facing the ground.

Within 20 seconds after the collision, rescuers provided the pilot with first aid, and then resuscitated him. The pilot, in critical condition, was taken to hospital, where he died as a result of internal injuries.

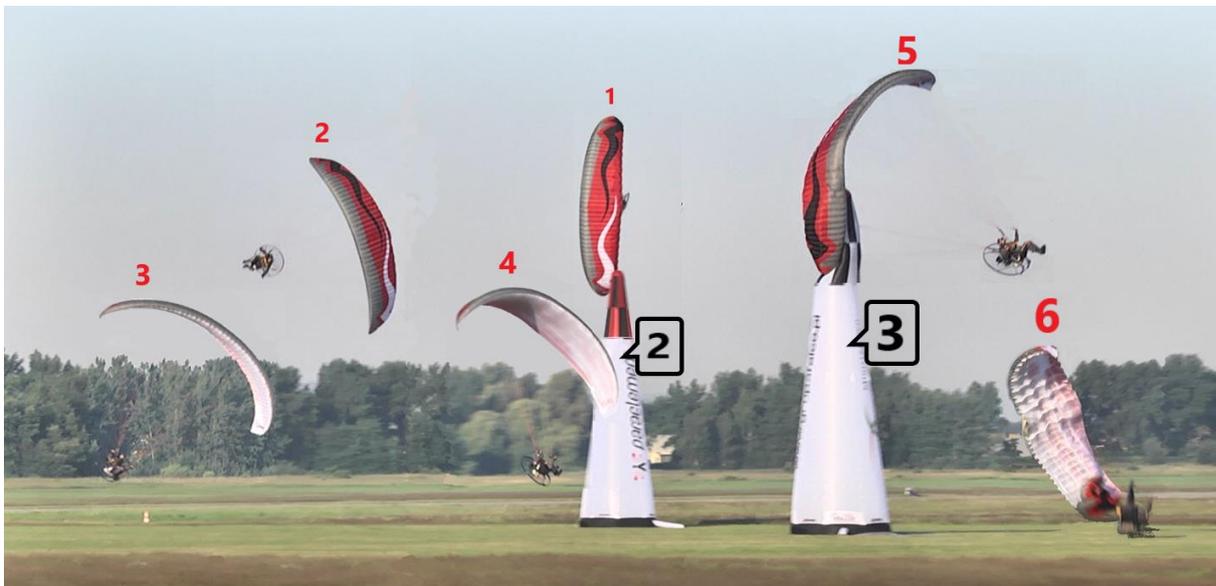


Fig. 2. The last phase of the flight in time-lapse photos – the turn around pylon 2 and collision with pylon 3 [source: film recording of the accident flight]

In that situation, abortion of the flight would have allowed to avoid the collision with the pylon.

## **2. Causes of the occurrence:**

- 1) Lack of decision to abort the flight after errors made during the turn around pylon no. 2.**
- 2) Entering the right turn (in order to avoid pylon no. 3) too early.**

## **3. Contributing factors:**

Pressure related to participation in competitions of the world championship rank.

**4. The Commission accepted the following preventive measures:**

After the occurrence the rules of powered paraglider slalom competitions were changed. Currently, to increase the safety of competitors, slalom competitions are held over water bodies.

**5. In addition, the Commission has proposed the following safety recommendations:**

Not formulated.

**Investigator in charge**

**SCAAI Chairman**

*Signatures on original only*