

Accident to the Adventure Flexrace 22 identified 03AHB

on 31 August 2019
at Lusigny (Allier)

⁽¹⁾ Unless otherwise stated, all times given in this report are in local time.

Time	19:52 ⁽¹⁾
Operator	Private
Type of flight	Local flight
Persons on board	Pilot
Consequences and damage	Pilot fatally injured
This is a courtesy translation by the BEA of the Final Report on the Safety Investigation published in April 2020. As accurate as the translation may be, the original text in French is the work of reference.	

Loss of control during take-off, collision with ground

1 - HISTORY OF THE FLIGHT

Note: The following information is mainly based on observations made at the accident site and on data from onboard equipment.

The pilot took off from a private field, started a right turn, lost control and hit the ground.

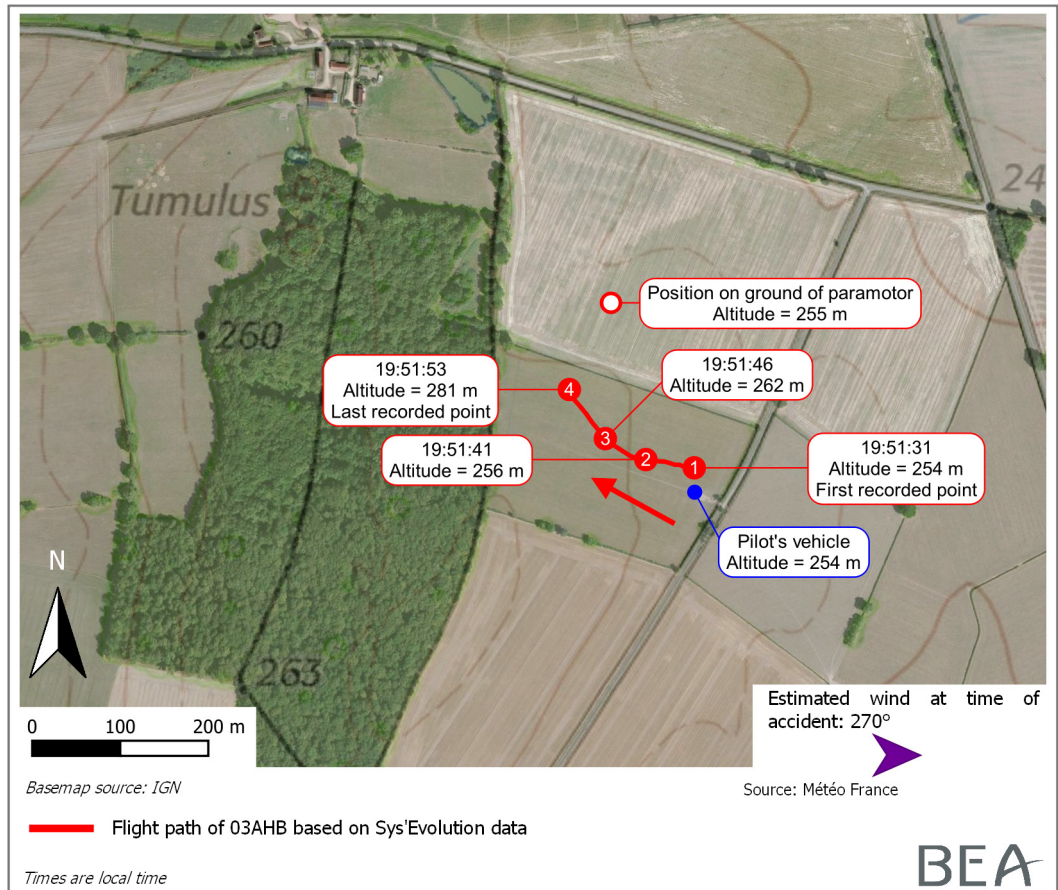
2 - ADDITIONAL INFORMATION

The accident site was located in the adjoining field north of the field used by the pilot for take-off (as seen in the figure above). Both fields are bordered to the west by a forest. This forest is located on a hilltop. In the direction of take-off, facing west, the field is slightly uphill.

The pilot had a trailer hooked up to his vehicle to transport the paramotor, the Flexrace 22-type wing and various accessories, including a can containing fuel. This trailer was equipped with a windsock mounted on a telescopic arm. The pilot had deployed it before take-off.

An examination of the site found that the pilot had collided with the ground with great energy while making a right turn. An electronic tablet⁽²⁾ used to navigate was found at the site. The position data was extracted from it and used to determine the pilot's flight path prior to the accident.

⁽²⁾ "SYS'Evolution" portable equipment commercialized by Syride.



Take-off flight path

Note: point ❶ of the flight path corresponds to the start of the take-off run.

The paramotor chassis was lying on its right side. The right-hand side of the propeller protection cage was broken. Both propeller blades were broken about 20 cm from the root, indicating that the engine was delivering power at the time of the collision with the ground. The fuel tank was punctured during the accident.

The wing controls and lines were continuous and in good working condition. A visual inspection of the wing did not find any defects.

The pilot obtained his class 1 microlight pilot's licence (paramotor) on 27 May 2016. He had registered with the Syride website⁽³⁾ in July 2016 and was in the habit of archiving his flights on the website. An analysis of the flights recorded and uploaded on the website revealed that the pilot had logged 290 flight hours and 339 flights. Since obtaining his licence, he had flown for one year with a Smart 27.5 (27.5 m²)-type wing before gradually switching to a more advanced Flexrace 22 (22 m²)-type wing, before finally, as of August 2018, using this wing only. With the Flexrace 22 wing, he had logged 196 flight hours and 202 flights, 40 flight hours and 35 flights of which had been logged in the preceding three months.

The pilot was familiar with this take-off area. Since 2016, he had made 115 flights from this field, including six in August 2019.

⁽³⁾ <https://www.syride.com/en/home>

The meteorological conditions estimated by Météo-France at the site on the day of the accident were as follows:

- wind blowing west to west-northwest, of 6 to 10 kt with local gusts of between 15 to 25 kt due to thunderstorm cells in the vicinity;
- visibility greater than 10 km;
- temperature 30 °C, dew point 9 °C;
- variable sky with local thunderstorms.

3- CONCLUSIONS

The conclusions are established solely on the basis of the information that came to the knowledge of the BEA during the investigation. They are in no way intended to apportion blame or liability.

Scenario

The investigation was unable to determine the causes of the loss of control during take-off.

The following factors may have contributed to this:

- Possible turbulence or downdrafts in the vicinity of the forest that the pilot may have encountered during take-off and that could have caused the right wingtip to close.
- The low height at which the loss of control occurred prevented the pilot from regaining control of the wing.
- The position of the windsock, which was located at the initial take-off point and relatively far from the forest, probably did not alert the pilot to possible turbulence phenomena at the edge of the forest.