



Accident to AIR CREATION - IXESS 13¹
identified **24TS**
on Sunday 20 August 2023
at Brantôme-en-Périgord

Time	Around 20:30 ²
Operator	Private
Type of flight	Cross country
Persons on board	Pilot
Consequences and damage	Pilot fatally injured, aircraft destroyed
This is a courtesy translation by the BEA of the Final Report on the Safety Investigation. As accurate as the translation may be, the original text in French is the work of reference.	

Collision with a power line

1 HISTORY OF THE FLIGHT

Three flex-wing microlight pilots decided to carry out a circular flight passing via Valeuil microlight strip. They took off at 20:00 from Périgueux aerodrome and flew together to their destination situated at around 10 NM³ north-west of Périgueux. On arriving close to the runway, the pilots who were accompanying the accident pilot saw him descend towards the microlight runway and then perceived an electric arc. The microlight had just struck a power line located next to the Valeuil microlight strip.

¹ Flex-wing microlight.

² Except where otherwise indicated, the times in this report are in local time.

³ The glossary of abbreviations and acronyms frequently used by the BEA can be found on its [web site](#).



Figure 1: Valeuil microlight strip (source: [BASULM](#)⁴, annotations BEA)

2 ADDITIONAL INFORMATION

2.1 Site and wreckage information

Valeuil microlight strip is oriented on QFU 33°-15°. Measuring 480 m long, it is bordered by a high-voltage power line at a height of around 30 m, situated at around 200 m to the south-east (source: BASULM).

The order for the creation of the strip issued in 2000 had been repealed on 27 July 2023.

The wreckage was lying between the high voltage line and the group of trees abeam threshold 33. Several strands of the high voltage line had ruptured.

2.2 Pilot information

The 71-year-old pilot had flown for roughly 20 years at Valeuil. He knew of the presence of the power line.

2.3 Meteorological information

The estimated meteorological conditions at the time of the accident were:

- calm wind;
- CAVOK;
- temperature 25°C.

The azimuth and elevation of the sun were respectively around 290° and 3°. The pilots who were accompanying the accident pilot indicated that, flying on a north-westerly path, they had the sun in their eyes at the time of the accident.

⁴ Interactive list of French microlight strips.

2.4 Statements

The two other pilots indicated that they had decided to carry out this flight to pay homage to the creator of the Valeuil microlight strip who had recently died and was buried in Valeuil graveyard situated 1,300 m west of the runway. They added that they had not intended to land on the microlight strip.

3 CONCLUSIONS

The conclusions are solely based on the information which came to the knowledge of the BEA during the investigation.

Scenario

On arriving close to his objective, the pilot was flying in an environment he knew well. However, the position of the sun hindering his vision probably prevented him from detecting the power line in time, even though he knew of its existence. The microlight struck the cables before colliding with the ground.

The investigation was not able to determine why the pilot was flying at a low height.

Contributing factor

The following factor may have contributed to the collision with the power line:

- flying at low height on a flight path into the sun limiting the detection of obstacles such as power line cables.

The BEA investigations are conducted with the sole objective of improving aviation safety and are not intended to apportion blame or liabilities.