



**Accident** to the paramotor  
identified **68AKY**  
on 18 June 2022  
at Saint Rémy (Deux-Sèvres)

<b>Time</b>	Around 21:35 <sup>1</sup>
<b>Operator</b>	Private
<b>Type of flight</b>	Local
<b>Persons on board</b>	Pilot
<b>Consequences and damage</b>	Pilot fatally injured, microlight 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 ground

### 1 HISTORY OF THE FLIGHT

*Note: the following information is principally based on data from the pilot's Syride computer<sup>2</sup>.*

The pilot took off at approximately 21:00 from a field located on the west side of the town of Niort (Deux-Sèvres) for a local flight<sup>3</sup>.

After take-off, the pilot performed manoeuvres at an altitude not exceeding 300 ft, which corresponds to a maximum height of around 200 ft, for approximately three minutes. He then climbed towards 1,800 ft and continued flying for 22 minutes. He then descended and continued his manoeuvres for 10 minutes at an altitude of between 300 and 450 ft (height of between 100 and 250 ft).

At around 21:55, a jogger running near a field of sunflowers heard the sound of an engine and discovered the paramotor wreckage. The engine was still running. The last point recorded by the Syride computer at 21:31 located the paramotor at an altitude of 419 ft. The wreckage was close to the last recorded position.

<sup>1</sup> Except where otherwise indicated, the times in this report are in local time.

<sup>2</sup> This computer has several functions: vertical speed indicator, altimeter and GNSS positioning.

<sup>3</sup> The type of flight was deduced from the manoeuvres of the paramotor and the presence of the pilot's vehicle, parked near the take-off point.

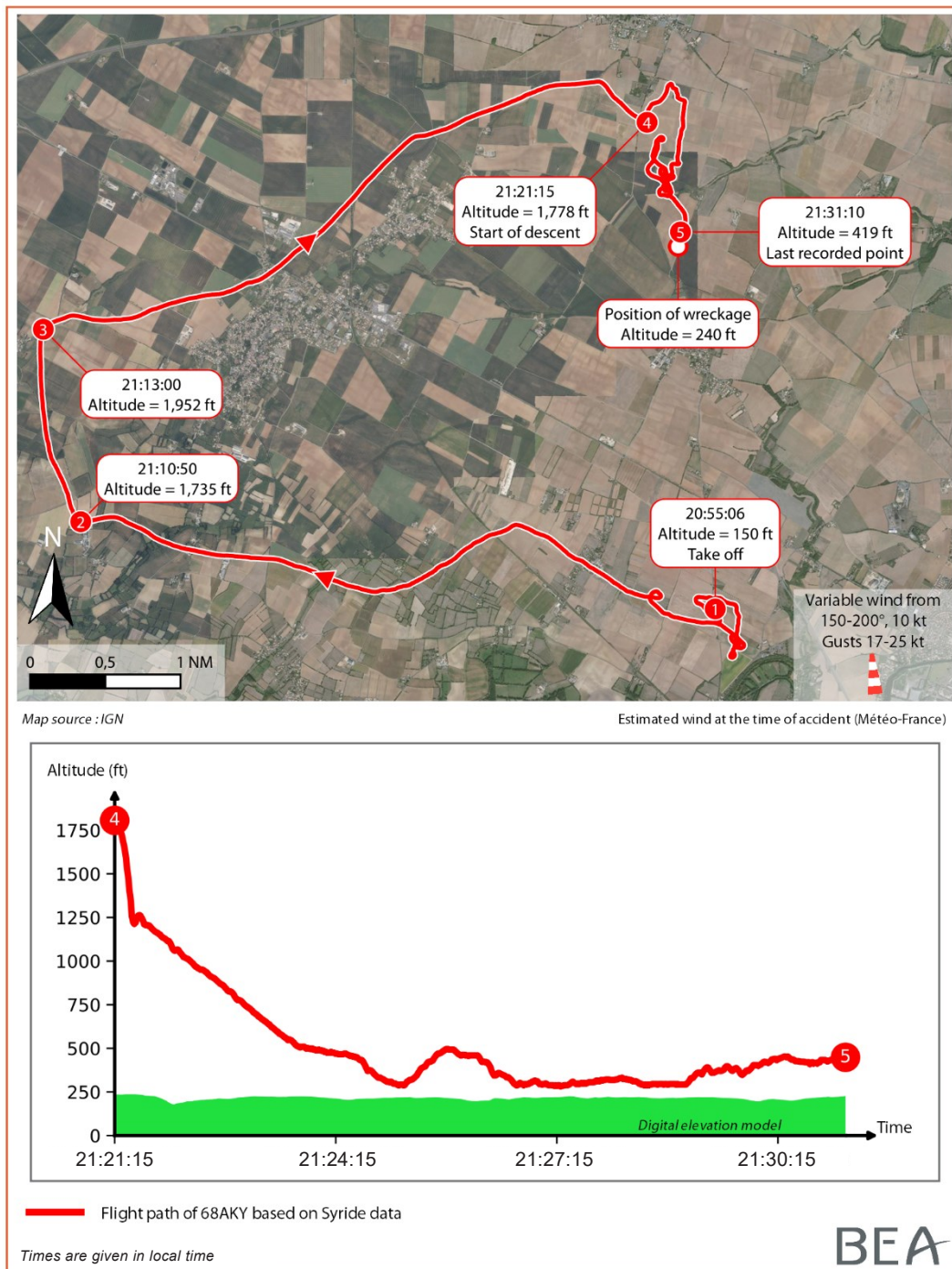


Figure 1: flight path of 68AKY (Source: BEA)

## 2 ADDITIONAL INFORMATION

### 2.1 Accident site

The wreckage was found in a field of sunflowers of no more than one metre in height. Only one area of impact with the ground was observed.

The emergency services reported that they switched off the engine on arrival at the accident site. They also cut several of the wing rigging lines and manipulated the harness in order to rescue the pilot.

Pieces of the propeller blades, which ruptured on contact with the ground, were found around the wreckage. The emergency parachute was not used, the activation/deployment handle was still in its recess.

## 2.2 Pilot information

The 51-year-old pilot held a paramotor microlight pilot licence issued on 30 October 2014. The investigation was unable to determine his paramotor flying experience or his experience with the type of wing he was using at the time of the accident.

## 2.3 Meteorological information

The meteorological conditions estimated by Météo-France between 20:00 and 21:40 were as follows: average wind of 10 kt varying from 150° to 200° with gusts between 17 and 25 kt, visibility greater than 10 km, clear skies, temperature 36 °C.

From 21:40, the wind direction changed, varying from 240 to 270 for 11 kt with gusts up to 21 kt. Thunderstorms came from the south in the evening along the Atlantic coast. A red heatwave warning and an amber thunderstorm warning had been issued for the department.

## 2.4 Paramotor information

The paramotor identified 68AKY consisted of:

- a titanium alloy frame, onto which a harness and a Vittorazi Moster 185 plus engine were installed;
- a QUBIK wing manufactured by NIVIUK with a surface area of 23 m<sup>2</sup>, recommended for beginner to intermediate microlight pilots;
- an emergency parachute located under the harness.

## 2.5 Paramotor examination

The damage observed on the harness-and-engine assembly was the result of the collision with the ground. This showed that the left and upper left sections of the harness hit the ground, with an unknown wing position. The position of the harness on impact with the ground is shown in *Figure 5*.



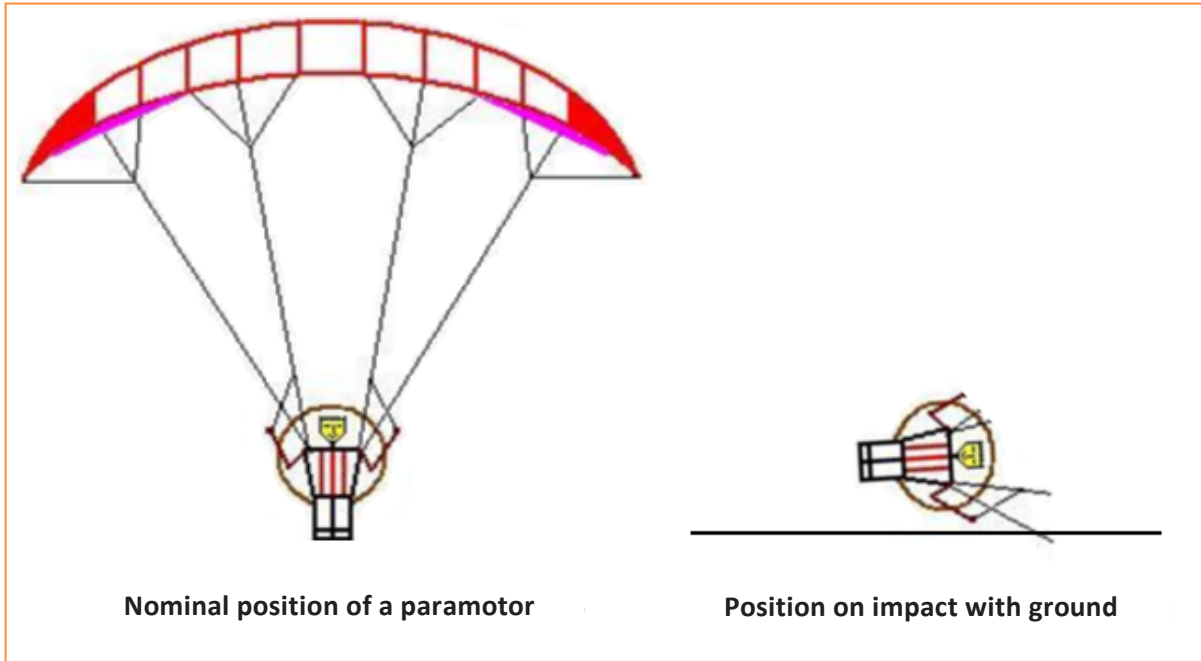
*Figure 2: illustration of the position of the harness on impact with the ground, viewed from the rear (Source: BEA)*



*Figure 3: exhaust system distortion (Source: BEA)*



*Figure 4: stones caught between the fins of the engine cylinder head (Source: BEA)*



*Figure 5: illustration of the position of the harness at the time of collision with the ground  
(Source: BEA)*

No major fault was found on the wing. A few snags were noted when the wing was inspected, but they did not contribute to the accident.

There was nothing unusual about the risers, and the wing was symmetrically set (100 % untrimmed). In this configuration, the pilot was flying in a “maximum speed” configuration, with a wing that was more responsive to the pilot’s inputs.

The setting of the wing could not be determined due to the rigging lines having been cut by the emergency services.



*Figure 6: wing examination (Source: BEA)*

## 2.6 Read-out of the onboard GoPro camera recording

A GoPro camera, attached to the pilot's helmet, was also found at the site. The camera was not switched on at the time of the accident. However, the pilot recorded seven videos at various points during the flight. Three of these videos showed the pilot performing manoeuvres at very low height over fields close to his take-off site.

## 3 CONCLUSIONS

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

### Scenario

During a local flight, the pilot, who was flying at low height over fields, lost control of his microlight, which collided with the ground.

The cause of the loss of control could not be determined. The stormy conditions may have contributed to the loss of control. The very low height of the manoeuvres did not offer the pilot the necessary safety margins to deal with an unexpected event.

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