



Accident to the ITV Boxer 2 Medium identified 76YD

on 14 August 2021
at Életot

⁽¹⁾ Except where
otherwise indicated,
the times in this
report are in
local time.

Time	Around 16:15 ⁽¹⁾
Operator	Private
Type of flight	Local
Person 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 May 2022. As accurate as the translation may be, the original text in French is the work of reference.

Loss of control during initial climb, collision with ground

1 - HISTORY OF THE FLIGHT

Note: the following information is principally based on statements.

The pilot took off into the wind from a private microlight strip approximately 700 m south of an 80 to 90 m high cliff overlooking the Channel. A witness saw the wing move backwards while the paramotor was in initial climb at a height of between 10 and 15 m from the ground. The pilot lost control of the paramotor which rolled to the right and then hit the ground.

Several witnesses, pilots of class 3 (fixed wing) microlights, reached the site of the accident to assist the pilot who lost consciousness about fifteen minutes later and then died despite the intervention of the emergency services.

2 - ADDITIONAL INFORMATION

2.1 Pilot information

The 72-year-old pilot, held a class 1 microlight pilot licence (paramotor) issued in June 2013. His flying experience is not known.

The autopsy did not reveal any factors that could have contributed to the accident.

2.2 Meteorological information

At the time of the accident, the weather conditions recorded at Le Havre, 40 km away, were: temperature 23°C, northerly wind of 7 kt. One of the witnesses indicated a north-north-easterly wind of about 10 kt and added that the conditions were ideal.

A nearly 90 m high cliff, 700 m north of the microlight strip, may have been conducive to the formation of rotors. Such instabilities can spread over several hundred meters.

2.3 Examination of the wing

The wing was examined by the BEA with the assistance of a specialist. These examinations showed that it was in excellent condition, close to new. All the riggings observed matched the manufacturer's recommendations. No anomaly was found that could explain the backward movement observed by the witness during the initial climb.

2.4 Statements

Several witnesses, pilots of class 3 microlights, explained that the pilot regularly flew at Életot. They specified that the wing had not folded in flight and that the engine was still running after the collision with the ground.

One of the witnesses said that the pilot was very meticulous. Before the flight, he had prepared the wing for 15 to 20 minutes. This witness stated that when he assisted the pilot after the accident, the latter told him he did not understand what had happened.

3 - CONCLUSIONS

The conclusions are solely based on the information which came to the knowledge of the BEA during the investigation. They are not intended to apportion blame or liability.

Scenario

During the take-off in good weather conditions, at an estimated height of 10 to 15 m, the pilot passed ahead of the wing and lost control of the microlight. It is possible that the pilot was surprised by aerological instabilities caused by the presence of a nearly 90 m high cliff located 700 m north of the microlight strip.