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## **BHPA Incident Report: GBR- 2015-2893**

### **INCIDENT**

Aircraft Type: Powered Paraglider; Ozone Slalom 19 with integrated tip steering. Sup-Air Evo harness with Ozone Angel 140 emergency parachute, Macfly EVO 200 Thor power unit.

Powered Paraglider Certification: DGAC.

Manufacture Date: 26 June 2014

Location: Siurana Alt Emporda, Spain.

Date and Time: 7 July 2015, 20:50 local time.

Type of Flight: Powered paraglider local flight.

Persons Involved: Powered paraglider pilot.

Injuries: Fatal.

Nature of Damage: Unknown.

Pilot's Rating: BHPA Paraglider Pilot (Power).

Pilot's Age: 50 at the time of the incident.

Pilot's Experience: Unknown.

Information Source: Witness statements.

### **Synopsis.**

A BHPA member flying a powered paraglider was critically injured upon impact with the ground, and died from the injuries sustained. There were no witnesses to the flight immediately prior to the impact, or the impact itself.

### **History of the flight.**

Pilot A (the incident pilot) and Pilot B were flying powered paragliders (paramotors), and had made several paramotor flights with different wings over the course of the day.

The impact occurred after Pilot A had been airborne for approximately 20 minutes. Pilot B was on the ground and was alerted by the noise of the impact about 150m away, but did not witness the impact or what led up to it.

Pilot A was conscious and lying on his side when Pilot B reached him. Pilot B summoned the emergency services and contacted Pilot C who arrived to help. At this point, Pilot A was reported as being alert, communicative and breathing regularly, but could not recall what led up to the impact.

The emergency services arrived approximately 30 minutes after the call was made to them. Pilot A was still conscious and alert at this point, and was evacuated from the site by ambulance to Girona Hospital.

Pilot A's condition was reported to have deteriorated on the way to hospital and Pilot A died shortly after arrival at the hospital.

### **Focus.**

Based on the information available (witness statements from Pilot B and Pilot C), the investigation considered the site, the local flying conditions, the equipment used in the incident, the flights and flight manoeuvres that Pilot A had been seen to make.

The witness statements describe the site as a field adjacent to C31 road near Siurana that is regularly used by paramotor pilots. The flying conditions were reported by Pilot B and Pilot C as "good" flying conditions in their statements, with sea breeze effects during the day that had calmed down towards sunset.

All equipment was reported by Pilot B to be in good condition and recently serviced. Pilot B is the owner of the paraglider and the power unit. The harness was not equipped with any impact padding.

Both pilots had already used the incident equipment during the day with no identified issues. It was reported by Pilot B that Pilot A had used the Slalom 19 glider on several previous occasions.

Pilot B recalled that Pilot A had been performing 'figure of 8' patterns at low altitude earlier in the incident flight.

### **Additional information.**

As there were no witnesses to what immediately led up to the impact or the impact itself, a conclusion cannot be reached about the causes of the incident. The equipment was not available for independent testing, therefore it was not possible to reach a conclusion about any possible causative factors from equipment failure.

### **Findings.**

An intentional or unintentional departure from normal flight resulted in the impact and subsequent injuries to Pilot A. No further conclusion can be drawn without speculating on events to which there were no witnesses.

### **Recommendations.**

There are no recommendations.