

## Accident Description.

Status:	<b>Final</b>
Date:	<b>6 OCT 2007</b>
Time:	<b>13: 00 UTC</b>
Type:	<b>Wills Wing Fusion Delta Plane</b>
Operator:	<b>Private</b>
Registration:	<b>none</b>
C/N / msn:	<b>Not Applicable</b>
Manufacture Date:	<b>Not Applicable</b>
Engine(s):	<b>Not Applicable</b>
Crew:	<b>Seriously wounded: 1 / Occupants: 1</b>
Passengers:	<b>Fatalities: 0 / Occupants: 0</b>
Total :	<b>Seriously wounded: 1 / Occupants: 1</b>
Aircraft Damage :	<b>Severely damaged</b>
Location:	<b>Mailen ULM airfield.</b>
Phase:	<b>Take-off.</b>
Nature:	<b>Leisure flight</b>
Departure Airport:	<b>Mailen ULM airfield</b>
Destination Airport:	<b>Mailen ULM airfield</b>
Flight Number:	<b>N/A</b>

### **Narrative:**

The pilot of the delta plane wanted to perform a flight. In order to take off, he was tracted by a Motorized Delta Plane (registered OO-A86).

An instrument (varimeter) was attached by a collar to the central bar of the delta plane.

The delta plane was placed on a trailer, the pilot being attached to a cable, connected to the tracting DPM.

During take-off, due to the vibrations, the fixation of the variometer went loose and it pivoted on the bar; the instrument caught a small connecting rope that was attached to the trailer. When the delta plane lifted off, the trailer went with the delta plane up to a height of 15m.

Due to the weight of the trailer, the delta plane lost balance, and fell to the ground.

The pilot suffered several fractures.

REF: AAIU (Belgium) 2007-16.

**Cause of the accident:**

The instrument installed on the central bar of the delta plane was not tightened and, due to vibrations, pivoted and caught a rope of the trailer.

**Recommendation:**

To the Federation of Delta Plane flying:  
Issue a notice to all members in order to draw the attention on the danger to have equipment attached to the central bar, when using a trailer for take-off.

