

Saving lives on parachutes series ATL – 88

1. Czech Republic, Aeroklub Tábor, 12.7.1997, applied emergency parachutes ATL – 88/90.

Specification:

On 12.7.1997 at the AK Tábor airport, the pilot instructor and pilot student left the L 13 glider under emergency circumstances. They left the glider at height (estimate) 400 to 600 m above the terrain.

The pilot instructor opened his parachute immediately after leaving the glider, and the parachute opened without any problems. The pilot student left the glider at the same height as the pilot instructor.

The pilot student opened his parachute at height (estimate) just below 100 m above terrain. He justified the low opening as follows:

He tried to activate the parachute by manual ripcord. He held the ripcord in stretched arm but the parachute package did not open. The repetition of the pulling movements resulted in the parachute opening and further parachute function was free from any problems.

2. Czech Republic, Aeroklub Prostějov, 30.8. 1998, the emergency parachute was used ATL – 88/90.

Specification:

The parachute was used during uncontrolled of a shaped balloon with a pilot.

3. Belgium, 16.7.2005, the emergency parachute ATL – 88 was used.

Specification:

We use your parachutes ATL – 88. Last summer we had an accident with one of our gliders in the club. Our club was on vacation in France and one of our gliders had a defect. The elevator was not connected in a correct position. The result was that the glider went in a wrong position during the take off. The pilot, who is an army official from Belgium airforce, sensed the danger and tried to jump. He tries to leave the cockpit at 400 m. But the uncontrolled glider prevented the dive. At 300 m he finally managed to dive and land in trees. The pilot did not suffer any injury but the glider was completely destroyed. The parachute was damaged due to the removal from the trees. Our professional rigger is checking if the parachute can be fixed.

I would like to thank all people from MarS for the happy end of the accident. Every time I use my ATL – 88, I feel safe.

4. Poland, 30.06.04, the emergency parachute ATL – 88/90 was used.

Specification:

30.6.2004

On 30.6.2004 in Lesznie at 11.45 the gliders took off in route Leszno – Grodzisk – Sulow – Jarocin – Srem – Lesino 283.4 km long.

Shortly before 2 PM there was a report of 2 gliders colliding at height 1000 m approx 7 km west from Lesznie. Both pilots acted professionally and left the cabins. After about 6-ti minutes, they landed in the west part Lasocice. The accident participants were the pilot

of Aeroklub Gliwickiego Krystyna Marszalek and the pilot of Aeroklub Warminsko Mazurskiego Bohdan Dorozko.

5. Slovakia. 29.6. 2005, the emergency parachute ATL – 88/90 was used.

Specification:

My name is Stefan Nagy, I am from AK Lučenec. I participated in the gliding championship in Slovakia (PMSR) in Prievidza as a pilot in the club class on glider ASW 15. Few days before the start of the project, I requested the paratroopers to repack my new parachute ATL – 88/90 (H405 + H323). 29. 6. 2007, the third day of the contents, I took off at about 11.45. together with other 60 contestants. After approximately one hour of flight above the Žiarske Mountains at height 650 m AGL / ± 100 m/ my glider collided with a different glider, so far unknown to me. In the ascending current I was turning right and there was no other glider in my visual field, after a strong impact accompanied with noise, I have assessed the situation as emergency and immediately decided to leave the glider. After releasing the snap hook and releasing the fastening harness I managed to leave the glider body by moving forward and bouncing from the cockpit head down, just before it switched to the auto-rotation mode. I feel in free fall for a split second before holding the ripcord. After pulling the snap cord the parachute opened and slowed down my fall. The opening was fast and the parachute canopy expanded evenly and fully. I saw the second parachute beneath me and I released the second colleague also managed to leave the glider. Despite having enough height (estimate approximately 300 m AGL) than my colleague i tried pulling the cords to control the parachute to land away from the hill terrain with dense vegetation. The wind was stronger. Just above the treetops I crossed the soles, protected my face with elbows, and pushed through the deciduous treetop and stayed stuck in the harness. After fast inspection and assessment of the situation I started descending. After managing the height meters, foreign object placed over my left thigh started preventing my descend. I was not bleeding, so I climbed down the tree and found the glider ruin approximately 200 m away. My mobile phone was in the cabin, and I called the organizers, emergency, and police.

6. Czech Republic, Aeroklub Hodkovice, 26.7. 2007, the emergency parachutes ATL – 88/90 were used.

Specification:

On 26.7.2007 2,5 km north of Hodkovice airport two gliders L 13 Blaník OK-2813 and ASK 21 D-2906 collided.

After the collision the pilots from Blaník owned by AK Hodkovice nad Mohelkou, and which was lent, dove from the damaged glider and used for their rescue the parachutes ATL 88/90. The collision occurred at height approximately 600 –700 m above the airport. The pilots left the gliders and the parachutes opened at approximately 200 m above ground, one pilot landed on the ground and one was caught on a tree, none of the pilots was hurt.

7. Czech Republic, Aeroklub Hodkovice nad Mohelkou, 8.5.2008, used emergency parachute ATL-88

Specification:

On 8.5.2008 near Frýdštejn, 3 km east of Hodkovice airport, two gliders collided – ASW19 OK-7573 and Cirrus OK-2287.

The collision occurred at height approximately 1200 mT, when the pilot of glider ASW19 hit with the spur the right wing of the second glider and broke of its rear part of the

fuselage. The glider was out of control, and the pilot was forced to leave it and use emergency parachute.

He landed without any injury 500 metres next to the fallen glider.

8. Czech Republic, Benešov airport, 14.8. 2011, the emergency parachute was used ATL – 88/90.

Specification:

On 14.8.2011 near Benešov airport, the glider DG 400 lost height from original approx 600 m (AGL) to approx 300 m (AGL) with the expectation of further height loss.

The pilot assessed the situation and in approx 300 m (AGL) removed the cabin cover and left the glider.

He used the emergency parachute ATL-88/90 for his rescue. The pilot was not injured but the uncontrolled fall resulted in the glider damage.

The pilot was a recognised artist David Černý.

9. Poland, 28.05.12, the emergency parachute ATL – 88/90 was used.

Specification:

On 28.5.2012 approx at 13:00 the pilot had to leave the glider due to the loss of control and had to use the emergency parachute ATL.

Dive location: near Zaborow.

Pilot 38 let, completed 1000 fly hours, member of aero-club Podhalańskiego.

The pilot was not injured, landed safely on a field, but the glider was damaged due to the fall.

10. Republic of South Africa, July 2012, the emergency parachute ATL – 88/90 was used.

Specification:

The collision of two gliders occurred, the pilot from the damaged glider dove and used the emergency parachute ATL-88/90. The pilot landed in the rocks with minor injuries.

11. Poland, August 2012, the emergency parachute ATL – 88/90 was used.

Specification:

The pilot dove from uncontrolled glider and opened the parachute fast. He landed safely and without injuries.

12. Czech Republic, Uherské Hradiště, 17.6.2013, used emergency parachute ATL-88/90

Specification:

The pilot dove from the uncontrolled aircraft PS-28 Cruiser and then opened the parachute.

The glider fell between the town quarters Mařatice and Jarošov in the location called Jaktáře.

The pilot landed safely with the parachute in Sokolovská street in the garden of one of the houses.

13. Lithuania, airport Pociūnai, 06.07.14, the emergency parachute ATL – 88 was used.

Specification:

On 6.7.2014 the pilot with glider Jantar Standart 2B ascended due to the thermal currents to height approx 300 m (AGL), there he got into a spin/rotation – which resulted in the speed increase to about 200 km.h⁻¹. The pilot left the glider at approx height 200 m (AGL).

He opened the parachute and after 4 seconds he landed, but the strong wind and obstacles on the ground complicated the landing, so he fell and injured his spine – the parachute saved his life.

14. Republic of South Africa, October 2016, the emergency parachute ATL – 88/90-1 was used.

Specification:

The pilot jumped from the damage aircraft and used the emergency parachute ATL – 88/90-1 pr. number 1698018.

He landed safely and without injuries with the parachute in the mountains.

Processed by: Ing. Jaroslav Sedlák
Technical Department Manager
MarS a.s.

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