



MINISTRY OF TRANSPORT, CONSTRUCTION AND REGIONAL DEVELOPMENT OF THE SLOVAK REPUBLIC

Aviation and Maritime Investigation Authority
Nám. slobody 6, P.O. BOX 100, 810 05 Bratislava 15

Reg. No. SKA2012004

FINAL REPORT

on investigation of air accident
of aircraft **Schleicher ASW 28-18**,
Registration No. **D - 2766**

Date: 27.04.2012

Place: Čereňany

A. INTRODUCTION

The investigation of air accident, serious incident, has been conducted pursuant to Art. 18 of the Act No 143/1998 on Civil Aviation (Civil Aviation Act) and on Amendment of Certain Acts and in accordance with the Regulation (EU) No. 996/2010 of the European Parliament and of the Council on investigation and prevention of civil aviation accidents and incidents, governing the investigation of civil aviation accidents and incidents.

The final report is issued in accordance with the Regulation L 13 that is the application of the provisions of ANNEX 13 Air Accident and Incident Investigation to the Convention on International Civil Aviation.

The exclusive aim of investigation is to establish causes of accident, serious incident, and to prevent their occurrence, but not to refer to any fault or liability of persons.

This final report, its individual parts or other documents related to the investigation of the air accident in question have an informative character and can only be used as recommendation for the implementation of measures to prevent occurrence of other air accidents and serious incidents with similar causes

Operator / Owner:	Flugsportclub Charlottenburg Berlin e.V. Am Flugplatz D-14806 Lüsse, Germany
Type of operation:	general aviation
Type of aircraft:	Schleicher ASW 28-18
Registration No.:	D-2766
Take-off site:	Airport of Prievidza / LZPE
Flight phase:	forced landing
Place of accident:	Čereňany
Date and time of accident:	27.04.2012, 11:20

Note: All time data in this report are stated in the UTC time.

B. INFORMATIVE SUMMARY

On 27 April 2012 at 11:20, during final competition flight of the 5th international glider's competition in Prievidza – FCC Gliding 2012, the pilot with aircraft type Schleicher ASW 28-18, registration No. D-2766, could not find thermic conditions allowing him to continue the flight or to return to the airport of take-off. He decided to make a field landing in which the aircraft got damaged.

Person appointed for investigation of causes of the air accident:

Ing. Zdeno BIELIK

The report is issued by:

Aviation and Maritime Investigation Authority
of the Ministry of Transport, Construction and Regional Development
of the Slovak Republic

C. MAIN PART OF REPORT

1. FACTUAL INFORMATION
2. ANALYSES
3. CONCLUSIONS
4. SAFETY RECOMMENDATIONS

1. FACTUAL INFORMATION

1.1 History of the flight

The pilot chose for field landing the nearest suitable surface – field, but in the phase of final approach, according to his own statement, he reacted rashly and instead of the landing manoeuvre on chosen surface he decided to make another turn. He however did not succeed to turn in the initially planned landing direction and had no other option than to land on the adjacent field seeded with rape. After contact with the undergrowth the glider turned by 180° and the overswing caused that the whole tail section split off and the horizontal rudder got broken. The pilot was not injured in the accident.

Daytime: day

Flight rules: VFR

1.2 Injuries to persons

Injury	Crew	Passengers	Other persons
Fatal	-	-	-
Serious	-	-	-
Minor	-	-	-
None	1	-	-

1.3 Damage to aircraft

The tail section and the horizontal rudder of the aircraft broke off.

1.4 Other damages

The Aviation and Maritime Investigation Authority was not informed about circumstances with potential application of other claims for compensation of damages towards a third party.

1.5 Personnel information

Pilot in command:

Citizen of the German Federative Republic, aged of 30 years,

holder of the glider pilot licence PPL(C) No. 2469, issued on 05.09.2003 by Luftfahrerschein für Segelflugzeugführer, with unlimited validity.

Medical certificate of 2nd class with marked validity until 21.08.2013.

Flying experience:

Total flight hours of the pilot: 433 hours

1.6 Aircraft information:

Airframe:

Type: ASW 28-18
Registration No.: D-2766
Serial No: 28502
Manufacturer: Alexander Schleicher GmbH

Certificate of airworthiness No. 35272, issued by Luftfahrt - Bundesamt of the German Federative Republic, without time limitation

Third-party insurance: EURO-AVIATION VERSICHERUNGS-AG

1.7 Meteorological situation

Clear sky, visibility 13 km.

1.8 Aids to navigation

Not applicable.

1.9 Communications

The aircraft was equipped by radio communication system enabling two-way communication with all air stations at every moment of the flight .

1.10 Aerodrome information

Not applicable.

1.11 Flight recorders and other recorders

Not applicable.

1.12 Wreckage and impact information

The aircraft landed on a field seeded with rape. The place of accident is determined by geographical coordinates: N 48°39' 07'', E 018° 29' 09''





1.13 Medical and pathological information

The pilot was not injured in the accident, without need of medical examination.

1.14 Fire

Not applicable.

1.15 Survival aspects

The search and rescue by SAR devices were not necessary.

1.16 Tests and research

No tests or expert check of aircraft were necessary.

1.17 Organizational and management information

The flight of aircraft was made during the competition FCC Gliding 2012, according to the programme of the approved event.

1.18 Additional information

Not applicable.

1.19 Useful or effective investigation techniques

Standard investigation methods were used.

2. ANALYSIS

The field landing of gliders requires a thorough previous inspection of chosen landing area and the proper preparation for landing on chosen surface by the pilots. The pilot initially chose a surface suitable for landing, but at the last moment for unknown reasons decided to make another turn (by 360°) before landing, probably due to his incorrect estimate of altitude. However, due to low altitude, the pilot was unable to turn the aircraft in the initially chosen direction of landing and in the middle of the turn he decided to land on a field seeded with rape situated in front of him. The glider wing touched the undergrowth, which caused the glider turning by 180°. The following overswing of the aircraft body caused that the tail section with horizontal rudder broke off.

3. CONCLUSIONS / CAUSE OF AIR ACCIDENT

- incorrect preparation for landing
- wrong decision to make a turn by 360° before landing.

4. SAFETY RECOMMENDATIONS

The final report from investigation of the air accident does not contain any recommendations.

Bratislava, 25.06.2012