

## **SUMMARY IN ENGLISH**

The flight was an aerotow of the glider SE-TRI at Långtora Airport. The towing was carried out by the motor glider SE-UPH on runway 30 and the wind was northerly. The tow was perceived by both pilots as turbulent.

When the aircrafts had taken off from the runway and got into the air, the glider pilot experienced that the towplane disappeared downwards for an inexplicable reason, whereupon he decided to abort and released the tow line.

The pilot of the towplane experienced an inexplicable nose-down attitude. He tried to lift the nose but did not get any response and the ground approached quickly. He then pulled off the throttle and eventually received response in the controls and was able to climb. The towplane was as lowest at 26 metres above ground level.

After the glider pilot released, he decided to make a short circuit to runway 30. In connection with the turn onto final to runway 30, he lost the lift on the aircraft and the right wing hit the ground and the glider was substantially damaged. The pilot survived without injuries and was able to leave the aircraft by himself.

The serious incident was caused by the glider getting too high in relation to the towplane, which led to the tail of the tug being inadvertently pulled up. Contributing has been that the towing was carried out under turbulent crosswind conditions and with a centre of gravity towing hook.

The accident with the glider was caused by misjudgement of the possibility to perform an entire traffic circuit to runway 30 with regard to the available height.

### **Safety recommendations**

None.