

SUMMARY IN ENGLISH

The flight was a general flight training that started with a tow to a height of 800 meters. The pilot did not manage to get any upwind and chose to turn back towards the landing field.

The pilot had noticed that the glide slope was not enough to reach the landing field - instead he aimed towards some farmland. The landing resulted in a ground loop. The landing was hard and the aft section of the fuselage was partially separated. The pilot could exit the glider without any physical damage.

The pilot had limited experience in single-seated gliders. Also, he did not have any previous experience on gliders with flaps. From a height of 700 meters to 600 meters, he experienced that the aircraft sank on and off, and after a short while sank rapidly. He also stated that he felt that the glider was shaking.

According to the logger data the pilot turned back towards the landing field at an altitude of 559 meters, and then flew on a straight course. In the turn, the rate of descent increased a lot, this also continued during the remainder of the flight.

During a measured distance of 3.5 km along the flight path towards the landing field the altitude of the glider was reduced by 488 meters, which corresponds to a glide ratio of about 1:7. This glide ratio, which was also held during the accident's final stage, is low and a ratio that modern gliders must be able to reach with the air brake extended - according to certification requirements.

According to experienced glider pilots, the only possible way to reach the descent rate in question is by flying with the air brakes extended. The commission notes that the statement given by the pilot of a shacking glider supports the assumption that the air brakes were extended.

The commission considers it likely that the cause of the height loss which caused the accident was that the pilot confused the lever of the air brakes with the lever of the flaps and thus flew with the air brakes extended.

A contributing factor is considered to be the pilot's limited experience in gliders with flaps, which contributed to his inability to identify the abnormal flight condition that the extended air brakes entailed.