

SUMMARY IN ENGLISH

The pilot participated in a regional competition held at Borås Airport. He had 12 km left to the airport when the thermals became weaker. He selected an out-landing field.

The glider is equipped with a small engine which can be used to climb and thereby avoid an out-landing if it starts. The engine is started by wind milling at 120 km/h.

The pilot commenced the engine start during the turn onto base and continued the efforts until turn onto final, but the engine failed to start. He passed the 15–20 m high trees at the beginning of the field at 25 m height and with an airspeed of 131 km/h, which is considerably higher than the 100 km/h which is recommended for approach in the flight manual.

The touch-down happened 177 m into the 340 m long field with an airspeed of 123 km/h.

When the pilot understood that the available distance left was not enough he chose to perform an intentional ground loop to stop the glider. The ground loop resulted in a broken aft fuselage.

SHK has chosen not to investigate the reason for the failed engine start due to the fact that the engine is not intended to prevent out-landings from a safety point of view.

The accident was caused by the late attempt to start the engine, which led to a considerably higher airspeed than the recommended during the approach and landing.