

## **SUMMARY IN ENGLISH**

The pilot took off from Långtora airport, runway 07 in a DG-800B motor glider. Shortly after takeoff the engine started to run roughly. At 30 meter height the engine failed and the pilot made a forced landing in a crop field. The pilot was not injured but the motor glider was damaged substantially.

During the pre-flight inspection the electronic fuel gauge had indicated 11 liters of fuel onboard. An inspection after the accident showed that the fuel tank was empty. The fuel gauge indicated, however, still 11 liter. According to the TC-holder inaccurate values for fuel quantity can occur if the condenser plates in the fuel tank are dirty, or if a calibration has been performed when the fuel tank is not full.

A re-calibration was performed after the accident and the fuel gauge then indicated correct values.

The DG-800B Flight manual state that during pre-flight the fuel quantity can be determined by the fuel gauge alone, no other method to ensure the correct quantity of fuel onboard is described.

The gliding handbook, published by the Swedish gliding association, does not contain any detailed instructions on how to determine fuel quantity before flight.

The Swedish gliding association has after the accident notified that the gliding handbook will be revised with a procedure that the fuel quantity onboard shall be determined by an additional method, in addition to indication on fuel gauges.

It has not been possible to determine the cause of the incorrect indication of fuel quantity.

The accident was caused by the absence of appropriate guidance for determination of correct fuel quantity before flight.

No recommendations.