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CIVIL AVIATION AUTHORITY OF THE CZECH REPUBLIC


Re: 6132/00



Final Report on Aircraft Accident Investigation

of the ZSD-48-1 JANTAR STANDART glider registration marks LY-GBE

Date: May 5, 2000-07-28
Place: Rejvíz dorp, 15 km East from the Jeseník town

- A. ZSD-48-1 JANTAR STANDART glider, registration marks LY-GBE
May 5, 2000, Rejvíz dorp
- B. After having been towed into thermal updraught during the 6th lap of the Jeseník Spring Cup 2000 the pilot lost altitude and tried to land into terrain. When making erroneous approach manoeuvre he flew over a forest in a small height and due to low airspeed he crashed onto a meadow. The glider has been destroyed and the pilot suffered minor injury.
The accident has been investigated by  inspector of the Aeroclub of the Czech Republic authorized to do so by the Civil Aviation Authority of the Czech Republic and in co-operation with the Police of the Czech Republic.
- C. The main part of the report includes:
1. Investigation
 2. Analyses
 3. Conclusions
 4. Safety Measures
 5. Appendices

1.10 Aerodrome Information

The Jeseník-Mikulovice public domestic aerodrome was in operation at the time of the accident and had no impact on the accident.

1.11 Flight Recorders

The GARMIN GPS III PILOT recorder was on board. It records with delay and it has been probably damaged when the aircraft hit the ground, so it was not possible to evaluate the last phase of the flight, namely airspeed and position.

1.12 Place of the Accident

The accident site is located close to the Rejvíz dorp that is a part of the Zlaté Hory village.

Damage to the glider: Fuselage – the front part including cockpit is destroyed by the hit onto the ground. Left wing – torn off, hung off from the attachment fittings to the fuselage. Right wing – torn off, hung off from the attachment fittings to the fuselage, and broken at about 60 cm from the fuselage.

Based on the proven facts it can be stated that the nose of the fuselage made the first contact with the ground. Relevant trace 30 cm deep with diameter of 65 cm has been found. Then the glider bounced to the distance of 8 m and turned by 180 degrees.

1.13 Medical Information

A local citizen provided the first medical aid to the pilot and sent him to the Jeseník hospital. The tear wound on his left arm has been sewn up here. No other injury has been found and the pilot was released in the evening.

1.14 Fire

No fire occurred.

1.15 Search and Rescue

The situation after the accident did not require any search and rescue. The other racers informed the AFIS officer about the accident immediately and the towing pilot reported that the crashed pilot is at the wreckage of the glider and seems not injured.

1.16 Tests and Research

Were not made.

1.17 One witness declared that the glider was very low already over the Starý Rejvíz dorp, where there was a suitable area for landing. But the pilot decided to continue the flight and made a left circuit to land on a meadow that was not so much suitable for such a manoeuvre.

2. ANALYSES

- The take-off was made from runway 05, right hand circuits, and the flight continued to the place of rope release.
- AFIS was provided in the time of the accident.
- The pilot's alcohol test was negative.

3. CONCLUSIONS

- The pilot was adequately qualified and medically fit.
- The glider was prepared according to valid regulations for the flight and there were no technical troubles in flight.
- Weather was fully suitable for the given flight and task.
- The aerodrome had no impact on the accident.
- The pilot passed the last flight check on February 5, 1999.