

*The original of the Final Report was issued in the Slovak language.
In case of inconsistency original version in Slovak language is applicable.*



MINISTRY OF TRANSPORT, CONSTRUCTION
AND REGIONAL DEVELOPMENT
OF THE SLOVAK REPUBLIC



AVIATION AND MARITIME INVESTIGATION AUTHORITY
Námestie slobody 6, P.O.BOX 100
810 05 Bratislava 15

FINAL REPORT

on investigation of accident

of glider type **ASW 24**

Registration No. **OH-794**

Reg. No. **SKA2015001**

The investigation of occurrence has been conducted pursuant to Art. 18 of the Act No. 143/1998 on Civil Aviation (Civil Aviation Act) and on Amendment of Certain Acts and in accordance with the Regulation (EU) No. 996/2010 of the European Parliament and of the Council on investigation and prevention of civil aviation accidents and incidents, governing the investigation of civil aviation accidents and incidents.

The final report is issued in accordance with the Regulation L 13 that is the application of the provisions of ANNEX 13 Aircraft Accident and Incident Investigation to the Convention on International Civil Aviation.

The exclusive aim of investigation is to establish causes of accident, incident and to prevent their occurrence, but not to refer to any fault or liability of persons.

This final report, its individual parts or other documents related to the investigation of occurrence in question have an informative character and can only be used as recommendation for the implementation of measures to prevent occurrence of other accidents and incidents with similar causes.

A. INTRODUCTION

Operator / Owner:	Tampereen Ilmailuyhdistys ry, Finland
Type of operation:	general aviation / sport and recreational flying
Type of glider:	ASW 24
Registration No:	OH-794



Take-off site:	Airport Nitra/LZNI
Flight phase:	en route
Place of accident:	3 km north-east of the commune Horná Ves, district of Prievidza N48°37'15", E018°31'42"
Date and time of accident:	10.04.2015, 14 h 29 min

Note: All time data in this report are stated in the UTC time.

B. INFORMATIVE SUMMARY

On 10.04.2015, during the flight day of the international gliding competition Pribina Cup 2015 v Nitre (hereinafter „Pribina Cup 2015“) the pilot of glider type ASW 24, registration No. OH - 794 (hereinafter „the glider“), tried to find a thermal 3 km north-east of the commune Horná Ves, low above the wooded area. During the flight in a low height the right wing came into contact with the tree-tops and the glider fell between trees.

The following commission was appointed for investigation of the air accident:

Ing. Juraj Gyenes – chairman of the investigation commission
Ing. Dominik Jančík – member of the investigation commission

The report is issued by:

Aviation and Maritime Investigation Authority
of the Ministry of Transport, Construction and Regional Development
of the Slovak Republic

C. MAIN PART OF REPORT

1. FACTUAL INFORMATION
2. ANALYSES
3. CONCLUSIONS
4. SAFETY RECOMMENDATIONS

1. FACTUAL INFORMATION

1.1 History of the flight

On 10.04.2015, during the daily briefing of Pribina Cup 2015, the pilot of glider took over the flight plan for the competitive flight on the route Zobor - Zniev – Lapáš – Morovno – Nitra from the competition organiser.

At 14:13, on the third leg of the route Lapáš – Morovno, near the commune Horná Ves, the pilot got to the height of 300 m above ground level and tried to find a thermal. The climbing was not sufficient, therefore the pilot moved about 3 km north-east at 14:18 and again tried to find a thermal.

In this location the pilot flew above a wooded area with variable height, due to which his flight height above the ground further decreased. At 14:29 the glider touched the tree-tops and fell to the ground.

The glider fell between broad-leaved trees. The pilot left the undamaged cockpit without help and informed by phone the competition organiser about the coordinates of the place of accident.

The air accident was reported by the competition organiser to the Aviation and Maritime Investigation Authority of the Ministry of Transport, Construction and Regional Development of SR.

Daytime: day

Flight rules: VFR

1.2 Injuries to persons

Injury	Crew	Passengers	Other persons
Fatal	-	-	-
Serious	-	-	-
Minor	1	-	-
None	-	-	-

1.3 Damage to glider

The glider was destroyed in the accident:

- Broken right wing
- Seriously damaged left wing
- Broken horizontal rudder
- Damaged lower part of body





1.4 **Other damage**

No circumstances with potential claims for compensation of other damage toward a third party were notified to the Aviation and Maritime Investigation Authority.

1.5 **Personnel information**

Pilot:

A national of Finland, aged of 62 years

Holder of the glider pilot licence (GPL) No. 37562, issued by CAA Finland, with marked validity until 19.06.2018.

Qualifications:

FI(GP) with marked validity until 19.06.2018

Flying experience:

Total flight hours: 2032 h 41 min

Medical certificate of 2nd class with marked validity until 27.06.2015.

1.6 Information about glider

Type: ASW 24
Registration No: OH-794
Serial number: 24058
Year of manufacture: 1989
Manufacturer: Alexander Schleicher Gmbh & Co

Total operating hours since manufacture: 3934 h 26 min and 2 189 flights

Certificate of airworthiness No. P794, issued by CAA Finland on 02.07.2008.

The verification of airworthiness was conducted on 19.07.2015, with validity until 19.07.2016.

1.7 Meteorological situation

Clear sky, amount of clouds 1-2/8, visibility above 10 km.

1.8 Aids to navigation

N/A.

1.9 Communications

N/A.

1.10 Aerodrome information

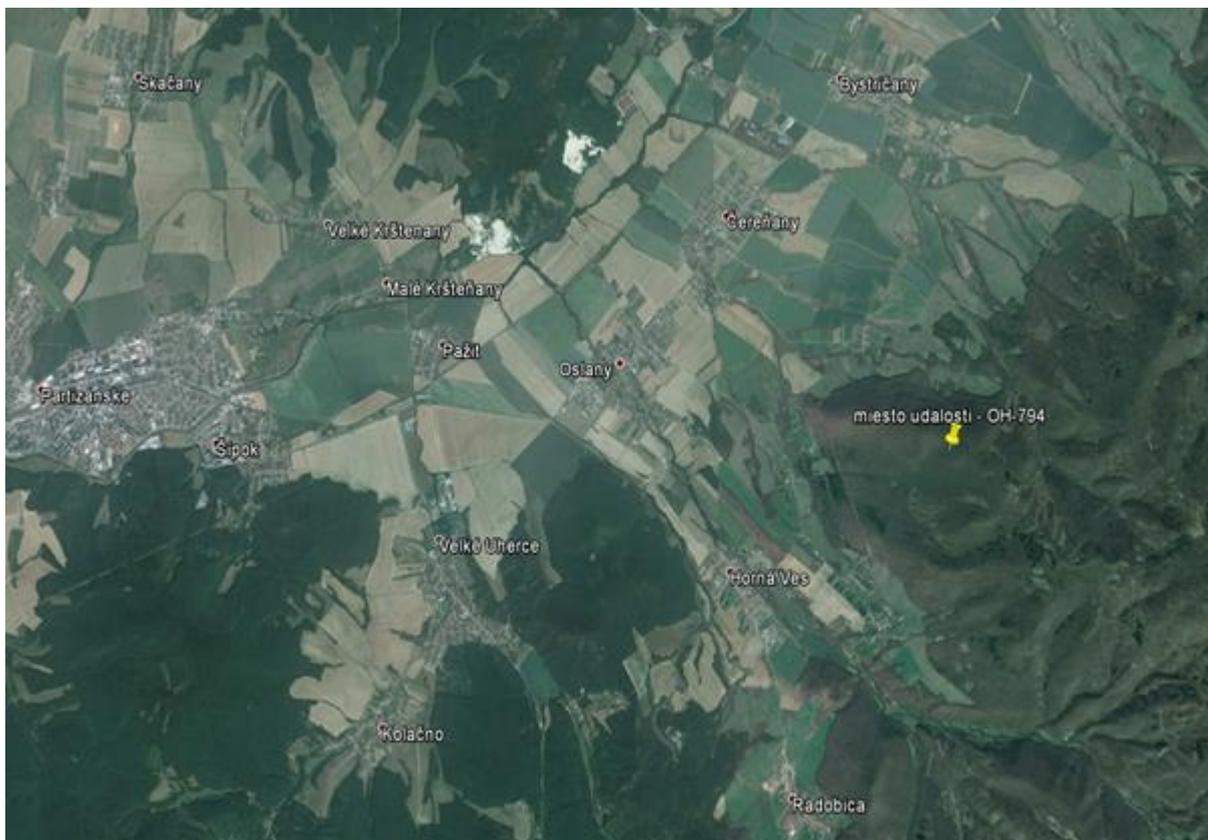
N/A.

1.11 Flight recorders

Flight recorder (FR), type approved by IGC FAI for confirmation of gliding performance.

1.12 Wreckage and impact information

The glider fell into hilly terrain with trees tall approximately 20-30 m.



1.13 **Medical and pathological information**

The pilot complained of pains in the area of back and was transported to the hospital for observation.

1.14 **Fire**

None.

1.15 **Survival aspects**

The search and rescue operations by SAR means were not required.

1.16 **Tests and research**

No tests or expert examination of parts of the glider were required.

1.17 **Organizational and management information**

The flight operation was performed in accordance with aeronautical standards valid in the territory of the Slovak Republic and local regulations.

The competition was organised in accordance with the FAI Sporting Code, General Section, the FAI Sporting Code, Section 3 Gliding, issued in October 2014, and its supplements.

1.18 **Additional information**

N/A.

1.19 **Useful or effective investigation techniques**

Standard investigation techniques were used.

2. ANALYSIS

2.1. **Activity of pilot**

The gliding over the ground with a limited choice of suitable landing surfaces requires from the pilots the thorough evaluation of all factors which can influence further flight. They should not underrate the correct altitude for decision on further search for thermals or early search for a suitable area of the forced landing.

After the loss of thermal lift, the pilot did not start in the determined altitude of 700 m above ground level the search for a suitable forced landing area. Until the last moment he tried to find a thermal, flying in a low altitude above a wooden area. He did not correctly estimate the height and the thermal conditions over a terrain with variable height and touched the tree-tops with the glider wing, which causes the loss of forward speed and fall of the glider. The glider fell between trees.

C O N C L U S I O N S / CAUSE OF ACCIDENT

3.1 Findings

Pilot

- According to submitted documentation the pilot had valid qualifications for flights with given type of aircraft.
- The pilot had sufficient flying experiences for competitive flights.
- At the time of accident the pilot was not under the influence of alcohol, drugs or common medicaments which might have decreased his attention during flight.

Glider

The glider had valid documentation and did not show any fault before the accident.

3.2 Causes of air accident

- Wrong estimate of thermal conditions by the pilot.
- Flight in a low altitude above a forested area.
- Contact of the wing with the tree-tops

4. SAFETY RECOMMENDATIONS

The final report does not contain any safety recommendations.

Bratislava, 26.05.2015