



**Accident reference No: 335/15**

**RESOLUTION  
OF  
THE STATE COMMISSION ON AIRCRAFT ACCIDENTS INVESTIGATION**

On 2 April 2015, the Commission examined information on circumstances of the air occurrence to SZD-30 PIRAT glider, registration marks: D-2835, which occurred in Łazy near Jarosław. The information was submitted by an owner - user in the form of notification. The State Commission on Aircraft Accidents Investigation, acting under **Article 5 par. 3 of the Regulation (EU) No 996/2010 of the European Parliament and of the Council on the investigation and prevention of accidents and incidents in civil aviation and repealing Directive 94/56/EC<sup>1</sup>** regarded the information contained in the notification as sufficient and decided to conclude the investigation.

**Information on the occurrence**

**Course and circumstances of the occurrence:**

On 15 March 2015, at 12: 39 hrs LMT the SZD – 30 Pirat glider took off from the landing field in Laszki near Jarosław for a thermal flight. The pilot was a holder of a glider SPL and performed the third flight of the day. In the first two flights he failed to make contact with thermal. In the third flight after release at an altitude of about 500 m the pilot quickly made contact with a thermal and in a lift of around 1 m/s reached the cloud base of 650 m.

The glider drifted by the wind flew out of the planned area and the pilot lost geographical orientation. The glider was slowly losing altitude, and until 500 m the pilot was trying to resume orientation and finally reported by the radio that he was lost. Then the pilot received some guidelines from the ground personnel and complying with them resumed general orientation and began the flight in the direction of the landing field. At the altitude of 300 m, when he should have performed a maneuver to land on a selected field, he continued the flight towards the landing field, passing the large fields suitable for landing. Only at an altitude of about 100 m in the Łazy village the pilot decided to land in the random area, which did not ensure the safety of this maneuver. At a low height the pilot made a quick 90 degrees left turn. During the turn, at the height of

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<sup>1</sup>EU Journal of Laws L. 2010.295.35

approximately 5 m the glider, having tail-cross wind (Figure 1), suddenly lost the height hitting the ground with the left wing and the front part of the fuselage (Figure 2).



**Figure 1. The landing area of the glider. Large fields suitable for landing visible on the direction from which the glider arrived.**



**Figure 2. The glider after the accident. Visible the front part of the fuselage - completely destroyed.**

As a result of the collision the pilot suffered injuries to the legs and the head, and the glider was completely destroyed. The pilot taken to hospital. During visual inspection of the accident site no traces of the landing roll were found.

**Causes of the air occurrence:**

- Lack of knowledge about the flight area, which contributed to the loss of geographical orientation;
- Late decision on landing in random area, which resulted in the loss of opportunity to choose a field suitable for landing;
- An attempt to omit obstacles on a critically low altitude and a turn with tail-cross wind, which caused the glider stall and collision with the ground.

**Preventive actions:**

The flight organizer familiarized pilots with the circumstances of the occurrence and reminded the principles of resuming orientation and the rules of selecting the landing field as well as the rules of conduct in the case of landing in a random area.

**Safety recommendations of the Commission:**

The Commission has not formulated any safety recommendations.

**The Commission comment:**

After the accident police tested the pilot for alcohol presence of in the breath. The result was 0,00 mg/l. In the Commission's opinion the pilot's behavior was not rational. He incorrectly assessed the possibility of reaching Laszki landing field. Flying over large fields suitable for a safe landing, he delayed his decision until the last moment. Over the last two years this was the second air occurrence involving this pilot.

**Attachments:**

Album of photos.

Signature of Investigator-in-Charge

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