



State Commission on Aircraft Accidents Investigation
SERIOUS INCIDENT 2022/3807
RESOLUTION
of 21st November 2022

Type and model of aircraft:	Sailplane, SZD-30 „Pirat”
Registration marks:	SP-3012
Date of occurrence:	13 July 2022
Place of occurrence:	EPRU

After reviewing the investigation final report provided by the aircraft user, pursuant to Article 138 of The Act of 3rd July 2002 – Aviation Law (with further amendments) and § 18 of the Regulation of Minister of Transport of 18 January 2007 on air accidents and incidents, State Commission on Aircraft Accidents Investigation determined that:

1. The course of the occurrence was as follows:

On the day of the occurrence, the pilot, aged 40, with little aviation experience (total time 36 hours, total time on SZD-30 type - 1 hour 17 min. and 8 take-offs) was performing winch take-offs to improve his landing technique.

During the third aerodrome circuit the pilot reported "downwind" and between "downwind" and "base leg" performed some additional turns, which moved him away from the landing area and resulted in a flat approach at increased speed.

While touching-down the pilot retracted the airbrakes. Due to excess kinetic energy, the glider bounced off the grassy runway. The pilot rapidly deployed the airbrakes which led to speed decrease, a drop and a hard landing at too high sink rate.

The landing gear collapsed and fuselage structure around the landing gear mount sustained structural damage. The glider was qualified for repair.

The pilot did not suffer any injuries.

2. Causes of the occurrence:

Pilot errors consisting in:

- **flat approach to landing and touchdown at too high speed which resulted in bouncing off the runway;**
- **incorrect pilot's reaction by rapid deployment of the airbrakes on top of bounce.**

3. Contributing factors:

- 1) Low aviation experience as well as low experience on the SZD-30 "Pirat".
- 2) Unnecessary turns during aerodrome circuit and late decision to continue the approach to landing.
- 3) Pilot failure to respond on-time to the flight director command to deploy the airbrakes.

4. The Commission accepted the following preventive measures proposed by the operator:

- before the next solo flight the pilot performed 10 take-offs with an onboard instructor;
- the occurrence was discussed within aeroclub pilots community. Special attention was drawn to maintaining flight parameters and coping with emergency situations in flight.

5. In addition, the Commission has proposed the following safety recommendations:

Not formulated.

Investigator in charge

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(Signatures on original only)

SCAAI Chairman

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(Signatures on original only)