



State Commission on Aircraft Accidents Investigation
SERIOUS INCIDENT 2022/5129
RESOLUTION
of 6th January 2023

Type and model of aircraft:	Glider, SZD-51-1 „Junior”
Registration marks:	SP-3472
Date of occurrence:	2 nd September 2022
Place of occurrence:	EPBK (Białystok/Krywłany)

After reviewing the investigation final report provided by the aircraft user, pursuant to article 135 of The Act of 3rd July 2002 – Aviation Law (with further amendments) and § 18 of the Regulation of Minister of Transport of 18th January 2007 on air accidents and incidents (with further amendments), State Commission on Aircraft Accidents Investigation determined that:

1. The course of the occurrence was as follows:

On the day of 2nd September 2022, the pilot prepared the glider for flights and at 13:00 hrs LMT took-off behind the winch. During the take-off run the glider unexpectedly lifted off at too low speed.

The pilot immediately reacted by moving the control stick forward, the main wheel hit the ground and the glider bounced. To prevent further bouncing the pilot pushed the stick again and hit the ground with the glider’s nose and then with the tail. The canopy detached and the tail sustained several cracks.

Finally, the pilot managed to gain a proper speed and landed from the height of 6÷8 m, deviating by about 20° from the take-off direction. While leaving the cockpit, the pilot hurts his finger. The glider sustained serious damage.

2. Cause of the occurrence:

Flying error consisting in failure to maintain longitudinal balance and improper bounce correction during the initial phase of winch launch.

3. Contributing factors:

- 1) Possible incorrect trim setting in „heavy tail” position or trim resetting during the glider take-off roll without pilot intention;
- 2) Low experience of the pilot.

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

- 1) The occurrence was discussed with the club instructors;
- 2) Before the next flights the occurrence was discussed with the pilots. The rules of aircraft handling in special circumstances, among others – during winch launch – were reminded;
- 3) The occurrence will be discussed again during an annual safety meeting, before the flying season 2023;
- 4) All glider pilots were obliged to check in detail the cockpits before the flight and launch, with particular focus on specificity of the glider type to be used;
- 5) Before the next solo flight, the pilot involved in the occurrence was obliged to perform minimum three flights with an instructor and pass a theoretical exam covering flight manuals of the gliders to be used in his solo flight;
- 6) The pilots with experience under 100 flight hours or a break in flying over 30 days and using the aeroclub gliders were obliged to have a check flight with an instructor.

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

Not formulated.

Investigator-in-Charge

SCAAI Chairman

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