

ACCIDENT

Involving the motorised glider registered D-KSVT

D-KSVT OF 21 MARCH 2000

Event:	Mislanding.
Identified cause:	Decision to continue landing after non-stabilised approach.

Consequences and damage:	Aircraft severely damaged.
Type of aircraft:	Stemme S10 VT motorised glider.
Date and time:	21 March 2000 at 17 h 00.
Owner:	Company.
Place:	AD Fayence (83).
Type of flight:	Convoy.
Persons on board:	Pilot.
Licenses and experience:	Pilot, 56, VV issued by Germany in 1990, 1900 flying hours of which 1500 on type and 15 in the previous 90 days.
Meteorological conditions:	Estimated at the site: wind 180°/5 kt.

Circumstances

The pilot decided to fly from Hassfurth (Germany) to Fayence (83) to convoy the aircraft to the Flight Test Centre for test flights. After a five-hour flight, he flew a reconnaissance circuit of Fayence AD on which he was going to land for the first time, and decided to land on runway 10 which has 800 m usable distance for landing. He explained that he arrived at the runway threshold at a speed he estimated at 120 km/h. The aircraft touched down the first time 500 m from the runway threshold, bounced and landed 100 m further along. Rolling at 40 km/h the pilot saw the end of the runway coming and made a left turn. The main landing gear collapsed and the engine was severely damaged.

The pilot stated that he wanted to land with the flaps extended to 10°, but the locking catch was certainly incorrectly engaged and so the flaps returned to their initial position (0°). He stated that he was too high and too fast and that he had overestimated the crosswind at the aerodrome. A witness stated that the engine power did not seem to be completely reduced. The pilot had flown 5 hours on the day of the accident and five hours the day before. Fatigue was probably a contributory factor in the accident.

The ROTAX 914 engine has an automatic thrust control release, which generates considerable thrust when the lever locking device is unscrewed or insufficiently tightened.

ATTERRISSAGE A VUE Visual landing

Ouvert à la CAP
Public Air Traffic

01 FAYENCE LFMF

00 09 07

Non WGS-84
ALT en ft
ALT AD : 741 (26 hPa)

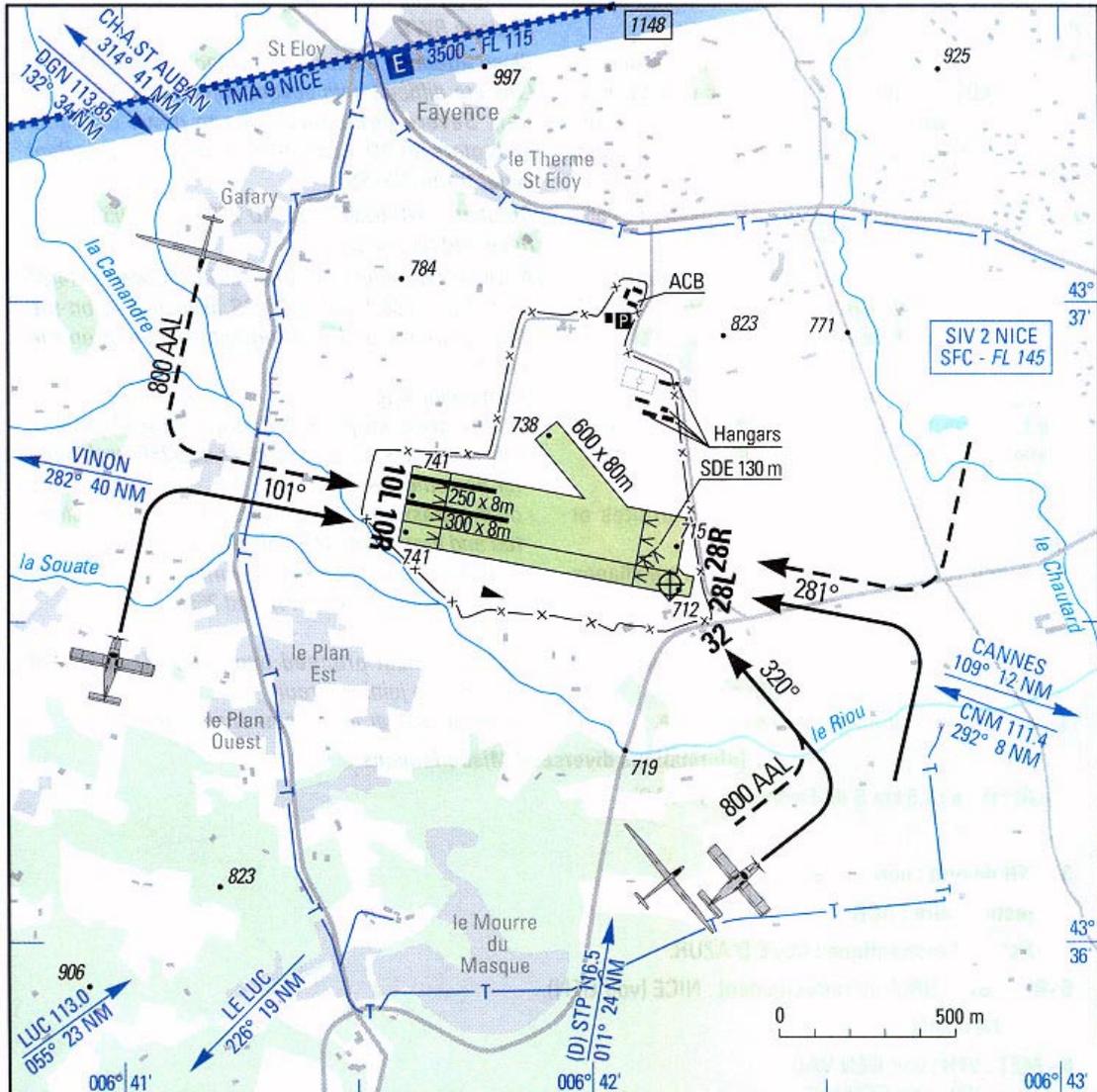


LAT : 43 36 32 N
LONG : 006 42 10 E
DEC 1° W (95)

APP : NICE Approche 120.85 - 125.575 (s)

TWR : NIL

A/A FAYENCE 119.05



RWY	QFU	Dimensions Dimension	Nature Surface	Résistance Strength	TODA	ASDA	LDA
10R 28L	101 281	830 x 50	Non revêtue Unpaved	-	830	830	725 690
10L 28R	101 281	800 x 160	Non revêtue Unpaved	-	800	800	695 680

Aides lumineuses : NIL

Lighting aids : NIL



ΔMDT 10/00 CHG · NII

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