

## **ACCIDENT**

### ***involving the glider registered D-5580***

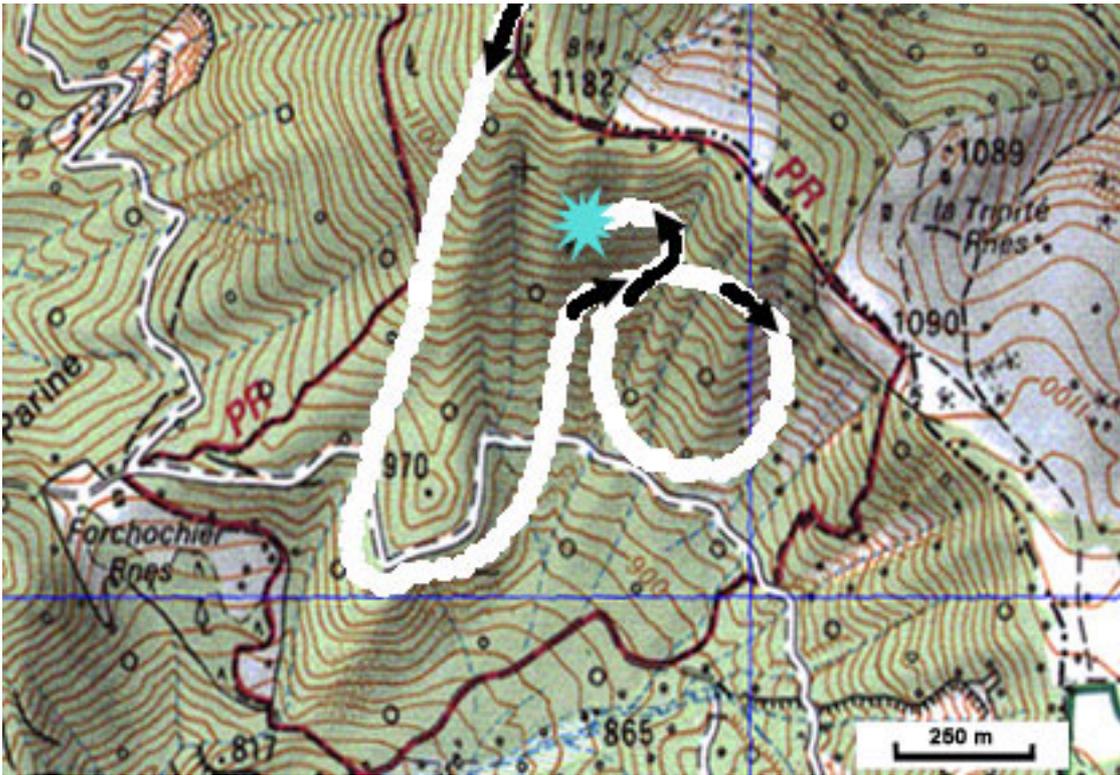
<b>Event:</b>	Stall during bank at low height, collision with trees.
<b>Probable cause:</b>	Instructor briefly distracted leading to late perception of the intention of the pilot in the front seat.

<b>Consequences and damage:</b>	Aircraft destroyed.
<b>Type of aircraft:</b>	Schempp-Hirth « Janus C », two-seat tandem glider.
<b>Date and time:</b>	Monday 4 March 2002 at 16 h 00.
<b>Owner:</b>	Private.
<b>Place:</b>	Volonne (04), altitude: 1,080 metres.
<b>Type of flight:</b>	Training for competition.
<b>Persons on board:</b>	Pilot + instructor.
<b>Licenses and experience:</b>	<p>Pilot (in front seat), aged 22, VV issued by Germany valid until 03/09/02, 650 flying hours, none in the previous three months.</p> <p>Instructor, aged 31, VV issued by Germany valid until 08/06/03, gliding instructor license valid until 30/09/03, 1,500 flying hours, none in the previous three months.</p>
<b>Meteorological conditions:</b>	Wind 090°/05 to 10 kt, CAVOK.

### **Circumstances**

The glider took off from Saint-Auban for a training flight for the pilot in the front seat, an international competitor. This flight was the first of the season for both pilots. After a 3 h 45 flight, flying along high ground at Vaumuse to return, the pilot in the front seat of the glider took advantage of an updraft above a small outcrop characteristic of the area. Judging that the updraft was satisfactory, the pilot moved the glider away from the rock face with a wide 360° turn to the right, came back towards the high ground and began a left turn. The instructor explained that he was then busy with cockpit checks and that he thought that the pilot in the front seat was going to continue to turn right. Surprised by this manoeuvre, which seemed to him to bring the glider too close to the rock face, he instinctively took over the controls and pulled up while continuing the turn. The glider stalled, hit the line of trees and fell vertically to the ground.

The absence of communication between the pilots during the last part of the flight, excessive mutual confidence between the pilots and the absence of recent practice likely contributed to the accident.



D-5580 on 4 March 2002 – Glider track reconstituted from GPS data