

## BULLETIN

### AIRCRAFT ACCIDENT INVESTIGATION BOARD/NORWAY (TRANSLATED FROM NORWEGIAN)

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Date October 3, 1995

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#### -Aircraft

-type and reg.:	ASH-25, glider, OH-854
-year of man.:	1993
Date and time:	9. April 1995, at 16:05 hours
Location:	Starmoen, near Elverum, Norway
Type of occurrence:	Aircraft accident, landing before runway threshold
Type of flight:	Club
Weather cond.:	Wind: 330° 15 knots; Visibility : over 10 km; Clouds: scattered at 6,500 ft; Temperature: 5°C
Flight cond.:	VMC
Flight plan:	None
No. of persons onb.:	2
Injury:	None
Aircraft damage:	Right wing broken, both wing roots and tailplane/stabiliser attachment damaged. Minor damage to fuselage and the area under the cockpit.
Other damage:	None
Pilot in Command	
-age:	40
-licence:	Finnish glider licence
-fl.experience:	1,200 hours, 30 hours of which were on actual type of aircraft.
Information sources:	The Pilot in Command's report, and information from a representative from the Norwegian Aero Club.

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All times given in this report are local times if not otherwise stated.

#### SUMMARY

The Pilot in Command was present at an Easter gathering of a Finnish glider club at Starmoen. He writes in his report that he noticed a rather high sink rate on final for runway 33, and thus realized that he would experience problems reaching the runway threshold. At this time the flaps were in the landing position, and therefore they were selected up. The descend was not arrested, and the aircraft landed approximately 75 meters before reaching the runway threshold. Runway extension work was in progress at

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The Aircraft Accident Investigation Board of Norway has compiled this report for purpose of improving flight safety. The object of any investigation is to identify faults or discrepancies which may endanger flight safety, wheter or not these are causal factors in the accident, and to recommend preventive action. It is not the Board's task to apportion blame or liability. Use of this report for any other purpose than for flight safety should be avoided.

the time, and the aircraft landed on this construction site. The right wing struck a pile of sand during the landing roll. The Pilot in Command could not remember for certain if the air brakes were used or whether they were retracted on landing. People arriving at the scene subsequent to the accident, however, confirmed that the air brakes were deployed.

### **COMMENTS FROM THE ACCIDENT BOARD**

Having spoken to people who were present at Starmoen, the Aircraft Accident Investigation Board/Norway has found no reason to believe that the weather conditions were unusual on the day in question. It is therefore likely that the Pilot in Command commenced the landing with the air brakes deployed, and that this was the main reason for why the glider did not reach the runway.

### **RECOMMENDATIONS**

None.