Summary: A Scheibe SF34B, owned by Association A, was damaged during a landing practice on Runway 14 at Nirasaki Gliding Field in Tatsuoka-machi, Nirasaki City, Yamanashi.

Analysis of Causal Factors of the Accident

(i) It is probable that sink rate was large in the touchdown of the fuselage.
(ii) It is probable that the front wheel touched down to the ground, veering the nose slightly to the right after the fuselage bounced in its reaction, the Glider crossed the Runway while skidding sideways with the front wheel and main wheel, and it was stopped in the western edge of the Runway with the nose directed to the west.
Although the instructor set the altitude of first passing the vicinity of piste at an altitude lower than usual, he did not confirm the altitude by his altimeter when passing the vicinity of piste.

During circling over the runway, he felt the altitude was lower than usual but did not confirm it by his altimeter. Afterward, it is highly probable that the instructor continued the flight without any his comments or advices to the trainee about the altitude until he felt that the altitude was clearly low during the flight to the start point of base turn to the Runway.

Although the trainee confirmed that the altitude of first passing the vicinity of piste was about 450 m by his altimeter, he did not check the altimeter in the following flight.

Although the trainee felt the difficulty in judging the altitude in the training subject due to his first implementation of the training subject, he did not ask any advices to the instructor.

(i) It is highly probable that the instructor and the trainee were aware that the altitude was clearly low and made the left turn to the Runway direction earlier, however the altitude was too low to directly face the Runway, therefore the Glider brought the left main wing tip into contact with the ground in front of the Runway while it was banked to the left and then made the hard landing.

(ii) Regarding the fact that the Glider fell below the altitude necessary to continue the training during the training flight, it is somewhat likely that the downdraft which occurred around the Gliding Field was involved.

(i) The instructor needs to sufficiently explain to the trainee the purpose of the training, flight methods, and matters to be noted before the start of training, and have him understand them.

(ii) Besides, in the flight, the instructor needs to give necessary advices to the trainee, pay attention to the trainee's control, changes in weather and others, and place assurance of flight safety at the top priority without persisting in the implementation of the training subject if there was some doubt whether the training flight should continue.

If the trainee felt the difficulty in judging the altitude due to his first implementation of the training subject, he owned a private pilot certificate, therefore it is necessary for him to frankly express questions and concerns while judging by himself, maintain useful communication with the instructor, and share his understanding with regard to not only training effects but assurance of flight safety.

The altitude judgment of glider is often carried out by visual estimation, therefore it is desirable that the visual estimation be verified by simultaneously using the altimeter for the altitude judgments at the start of training subjects or at the specific points on flight route, then the following flight should be planned.
Similar accident (Forceful flight under bad conditions, etc.)

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<tr>
<th>Date of occurrence</th>
<th>Operator</th>
<th>Category</th>
<th>Pilot's age</th>
<th>Total flight time</th>
<th>Summary of the accident</th>
<th>Probable causes</th>
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<tbody>
<tr>
<td>March 12, 2006</td>
<td>Group</td>
<td>Glider</td>
<td>65</td>
<td>2,466</td>
<td>The Glider took off from Itakura Gliding Field for familiarization with emergency operations and skill confirmation. When approaching the runway of the Gliding Field, the fuselage touched a bush in front of the runway and the Glider landed and became stranded on the runway.</td>
<td>It is highly probable that the path was too low upon the final approach to the runway, which caused the fuselage to touch a bush, resulting in damage to the Glider upon landing. Regarding the causes of the path becoming too low, it is somewhat likely that the pilot's failure to accurately ascertain the height of the path due to lack of experience of handling the same type of gliders and taking appropriate measures against tail wind and downdrafts, and a lack of timely advice and assistance from the instructor.</td>
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<tr>
<td>September 1, 2007</td>
<td>Private</td>
<td>Small aircraft</td>
<td>63</td>
<td>1,320</td>
<td>The Aircraft took off from Miyazaki Airport for a recreational flight. During a return flight after flying around to Nichinan, the Aircraft crashed into the sea about 1NM southeast of the Airport.</td>
<td>It is highly probable that the Aircraft could not maintain visual flight while flying in a localized heavy rain, under fast-changing weather conditions, and the pilot, in an attempt to escape from the bad weather zone, made a right turn without increasing the engine power although the height was not sufficient, which caused the right main wing to touch the sea surface, triggering the crash. It is probable that the pilot's excessive self-confidence backed by his extensive flight experience in this region, affected his decision to make the flight under fast-changing weather conditions.</td>
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