

**DATA SUMMARY**

**LOCATION**

Date and time	<b>Sunday, 28 May 2006; 17:20 local time</b>
Site	<b>Ocaña Aerodrome (Toledo)</b>

**AIRCRAFT**

	Aircraft 1	Aircraft 2
Registration	<b>D-8520</b>	<b>BGA 4073</b>
Type and model	<b>LS-1f</b>	<b>Duo Discus</b>
Operator	<b>Private</b>	<b>Private</b>

**Engines**

Type and model	<b>N/A</b>	<b>N/A</b>
Number		

**Crew**

**Pilot in command**

Age	<b>46 years</b>	<b>43 years</b>
Licence	<b>Glider pilot</b>	<b>Glider pilot</b>
Total flight hours	<b>276 h</b>	<b>1,150 h</b>
Flight hours on the type	<b>80 h</b>	<b>60 h</b>

**INJURIES**

	Fatal	Serious	Minor/None	Fatal	Serious	Minor/None
Crew			<b>1</b>			<b>1</b>
Passengers						
Third persons						

**DAMAGE**

Aircraft	<b>Minor</b>	<b>Minor</b>
Third parties	<b>None</b>	<b>None</b>

**FLIGHT DATA**

Operation	<b>General aviation – Non-commercial – Private</b>
Phase of flight	<b>Final approach</b>

**REPORT**

Date of approval	<b>30 May 2007</b>
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## 1. FACTUAL INFORMATION

### 1.1. History of the flight

On Sunday, 28 May 2006, at 17:23 local time, the LS-1f glider, registration D-8520, was preparing to land on runway 11 at the Ocaña Aerodrome. Once on final, after having flown the appropriate pattern, at an altitude of 30 m and 70-80 m away from the threshold, another glider, this one a Duo Discus, registration BGA 4073, crossed in its path, making slight contact with it. Glider D-8520 had to make a forced landing off runway.

There were no injuries. Glider BGA 4073 suffered minor damage and the landing gear on glider D-8520 retracted on landing, resulting in a detached hatch.

Meteorological conditions were good: visibility greater than 10,000 m and winds at 6-7 kt from the east-southeast.

### 1.2. Tests and research

#### 1.2.1. *Statement from the runway supervisor*

The runway supervisor indicated that the incident took place when glider BGA 4073 cut off glider D-8520, which was on final approach and correctly positioned some 30 m. above the ground and 70-80 m. away from the runway 11 threshold.

He stated that while glider D-8520 had notified him of and flown the approved traffic pattern (downwind, base and final), glider BGA 4073 did not adhere to the established

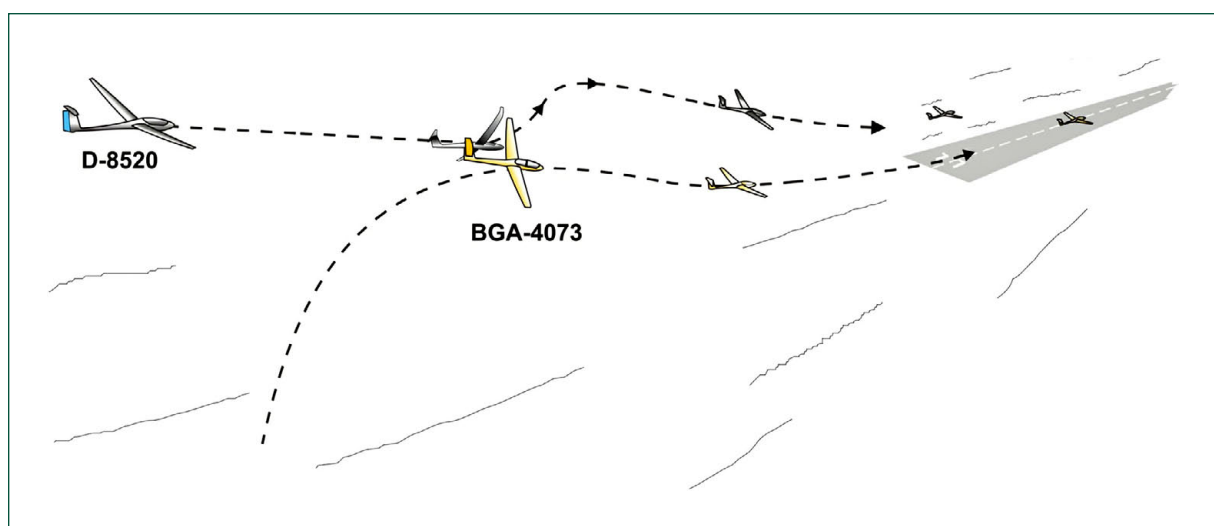


Figure 1. Diagram of the event

pattern and entered directly on final from a wide base, even after having been notified by radio, in English, of the presence of other traffic on final.

Lastly, he added that the BGA 4073 pilot informed him that he had not seen the other glider and was aware of local procedures at the aerodrome.

### 1.2.2. *Statement from the pilot of glider D-8520*

In his statement the pilot said that, after having notified by radio and executed the downwind leg for runway 11, he made a wide base turn to give more time to preceding traffic. He then entered long final, relaying this by radio. At some 80 m from the threshold, while at an altitude of 30 m, he saw a white glider to his right, tilted about 45° to the right and on a collision course. He took evasive actions, rolling some 50° to the left. He heard a slight bump. He then levelled off and landed on the field below.

## 2. ANALYSIS AND CONCLUSIONS

Glider D-8520 was correctly lined up on final after having flown the prescribed pattern and relaying its position and intentions at all times.

Glider BGA 4073 entered directly on final without communicating it and without flying the entire pattern.

The cause of the incident, therefore, was the crossing in mid-air of the two aircraft's trajectories, resulting from the failure of BGA 4073 to observe the aerodrome's local procedures which specify that, in addition to conveying position and intentions, the landing pattern will be followed, differentiating between its downwind, base and final legs.