

**Aircraft type and registration:** Schempp Hirth Janus CM20 G-BMBJ (motor glider)

**Year of Manufacture:** 1985

**Date and time (GMT):** 31 March 1986 at 1615 hrs

**Location:** Enstone Airfield, Oxfordshire

**Type of flight:** Training

**Persons on board:** Crew — 2                      Passengers — None

**Injuries:** Crew — None                      Passengers — N/A

**Nature of damage:** Fuselage fractured aft of the engine compartment, control runs distorted

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 52 years

**Commander's Total Flying Experience:** 290 hours (of which 2 were on type)

**Information Source:** Aircraft Accident Report Form submitted by the pilot.

The aircraft, in the glider configuration with the engine fully retracted, was being flown in a right hand circuit to land at Enstone Aerodrome. A K7 glider had just landed on runway 26 which is 6000 feet long, 150 feet wide and has a smooth macadam surface. The surface was dry and the wind estimated as 280°/25 knots (kt) with gusts of 30 kt. There was moderate turbulence below 1500 feet.

When established on final approach, the pilot noted that the runway was still obstructed by the K7 and there was also a motor vehicle moving across the runway from right to left in front of the K7. The K7 was approximately 1500 feet from the 26 threshold, adjacent to the threshold of the parallel 2600 feet grass strip. The grass strip was available and clear.

The pilot elected to land over the obstructing glider and chose an aiming point approximately 600 feet ahead of it. The aircraft was configured with landing flap and the pilot selected about one eighth airbrake as he crossed the threshold, noting that the indicated airspeed (IAS) was 70 kt. The second pilot noted that as they passed over the K7, clearing it by between 50—100 feet, the IAS had fallen to 50 kt. The pilot lowered the nose prior to the flare, but was unable to prevent a heavy landing. The aircraft fuselage fractured aft of the engine compartment but the tail section remained attached.